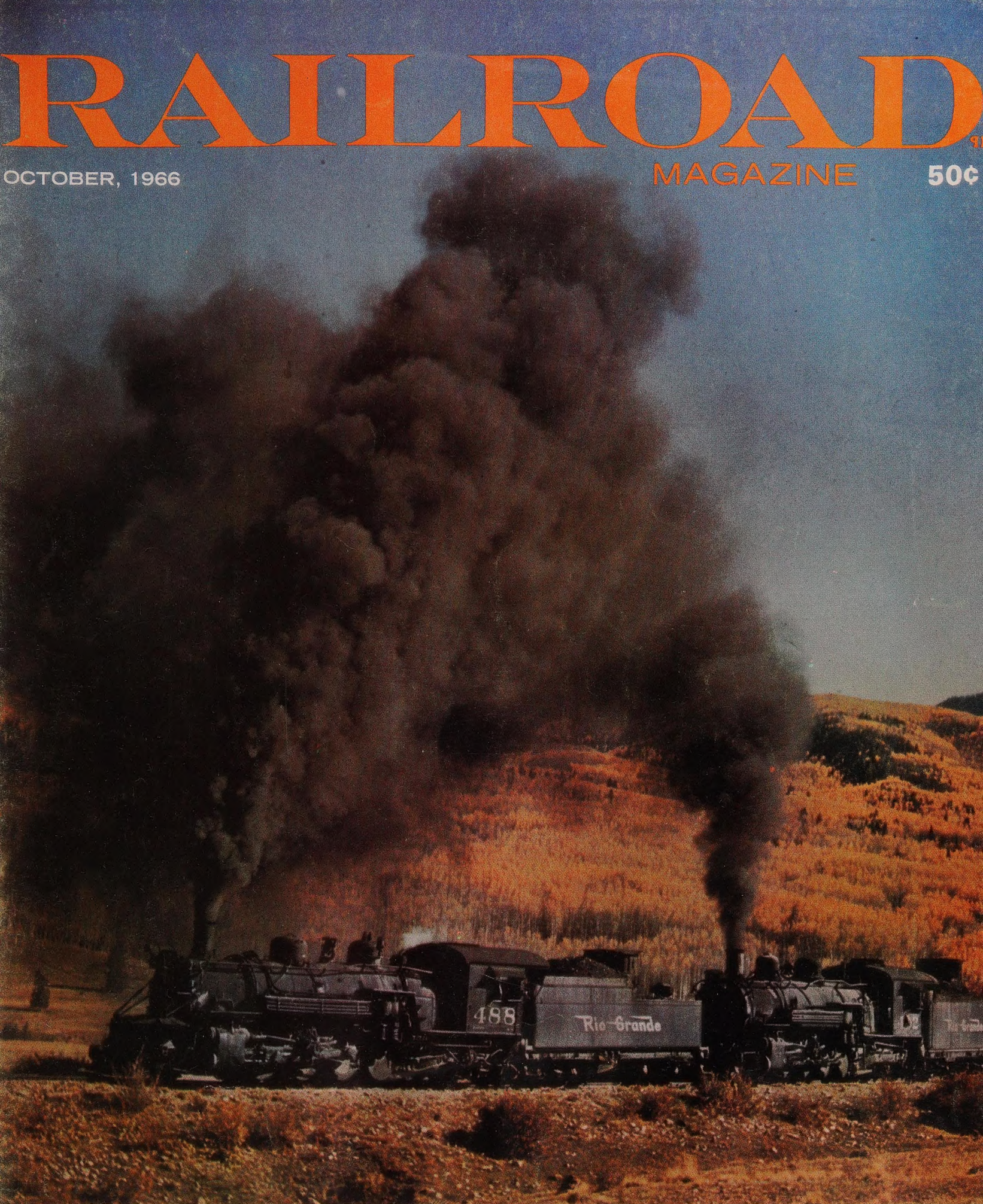
RAILROAD MAGAZINE

OCTOBER, 1966 50¢



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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 79, NO. 6 OCTOBER, 1966 50 CENTS

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Memories of Steam Age. Engine 455 on a curve of the old New York, Ontario & Western at Cadosia, New York, 37 years ago.

Bob Collins, E-L train dispatcher
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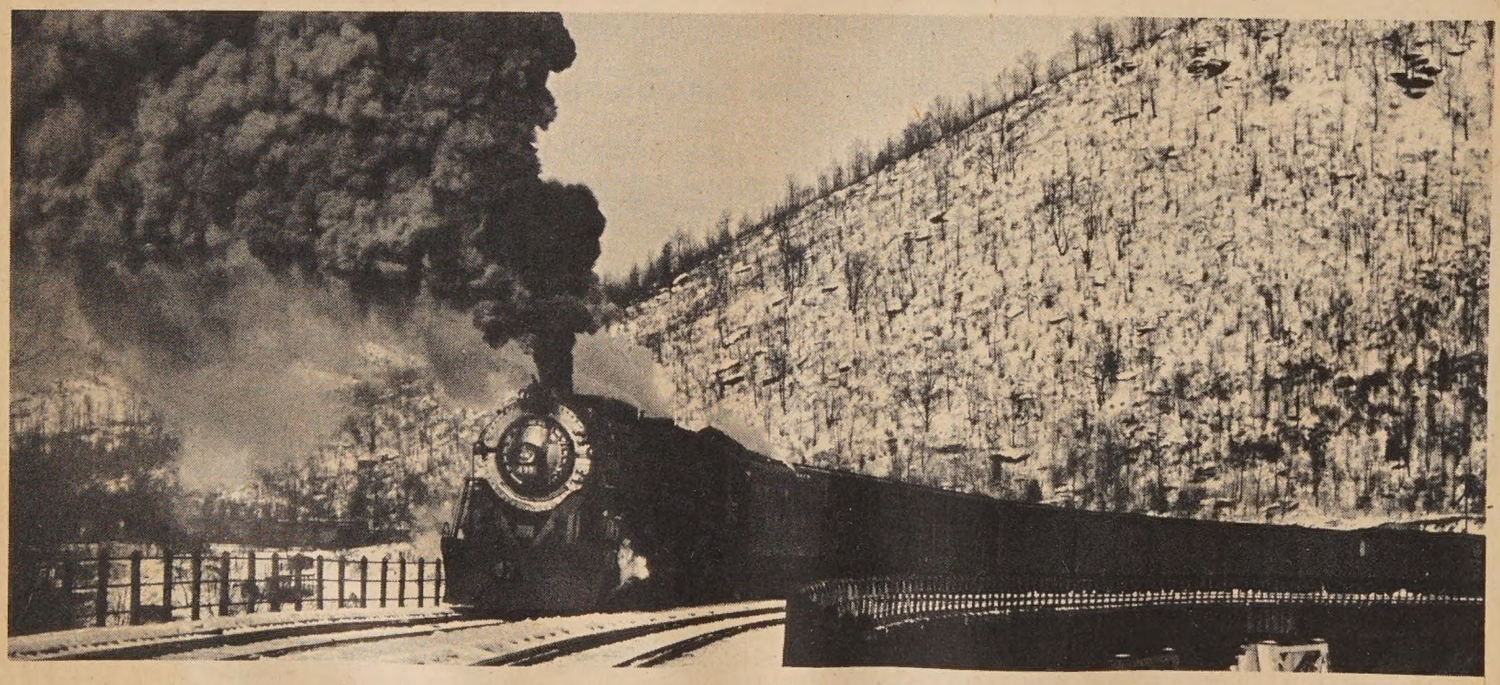

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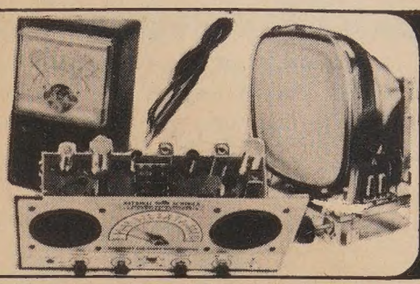

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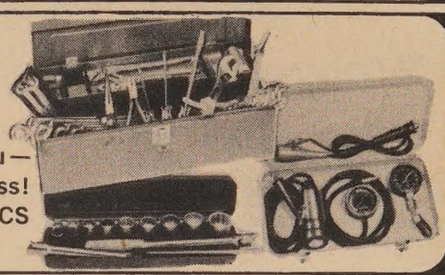

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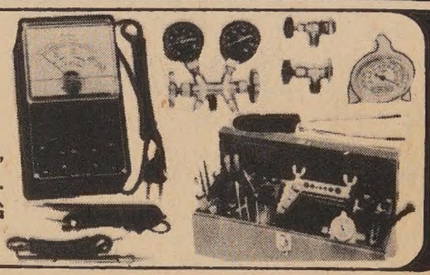

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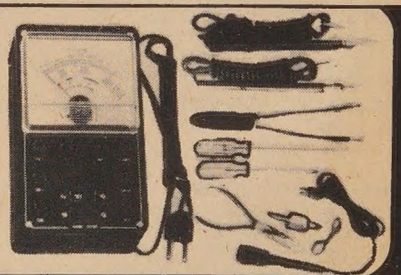

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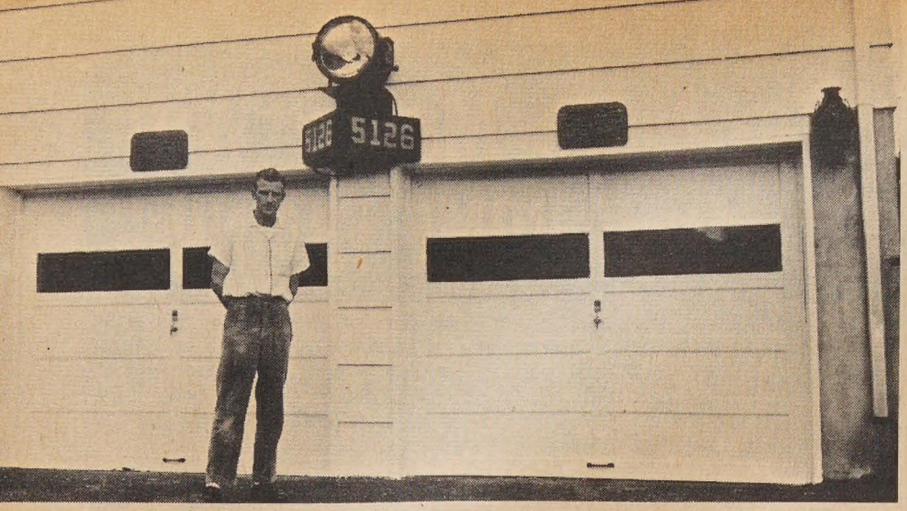

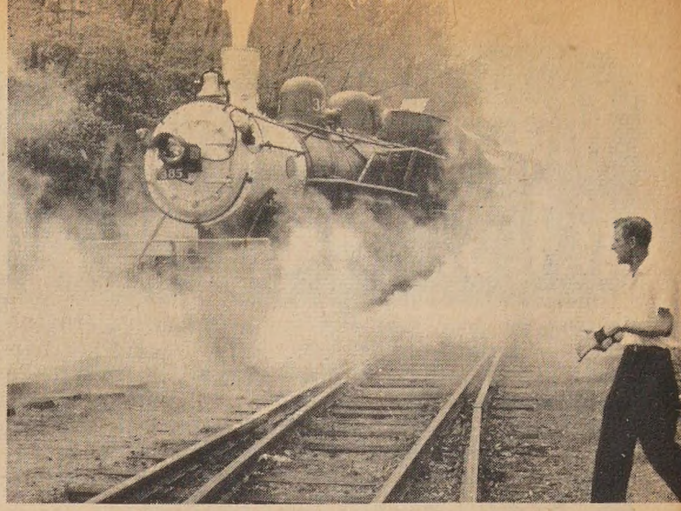

Earl Gil, president of Morris County Central RR. and owner of ex-Virginia Blue Ridge 2-8-0 No. 395, pictured at home, 80 Richard St., Parsippany, N.J. 07054, and with his engine on May 9, 1965, at the opening of MCC at Morristown, N.J. His trophies include number plates from Canadian National steam locos 8361, 5126 and 6126, a headlight, and marker lights.
Jack Emerick, 84 Parkview Terrace, Lincroft, N.J. 07738

THE MAIL CAR

Where editors and readers meet

PERSONALITIES. The photographer who made our cover picture this month is Bob Collins, an Erie-Lackawanna train dispatcher living at 436 Radcliffe St., Wyckoff, N.J. 07481. He shot that eastbound doubleheader on the D&RGW narrow-gage line west of Cresco, N.M., in 1962.

"We could do without photos of females such as those in your August issue on page 13 and in the September issue on page 48. Girlie magazines are a dime a dozen." So says H. E. Chelf, 43710 N. Harmon Ave., Peoria, Illinois 61624. (*Editor asks:* Does any other reader object to pictures of railroad girls?)

Art Knowles thanks the fans who read his item (Aug. '65) about *deltiologists* (picture-postcard collectors) and sent him cards. The cards came as a pleasant surprise; Art had merely been reporting the existence of a postcard hobbyists' club.

"I was amazed to read in your June issue about the Southern Pacific Railroad selling airline tickets in its own stations," writes Hans Y. Kohut, P.O. Box 1004, Givatayim, Israel. "It is hard to believe what is happening to the railroad passenger business in America, only 21 years after World War II. Have people forgotten so soon how efficient the railroads were in wartime?"

New president of the Order of Railway Conductors & Brakemen is Clyde F. Lane, who hailed originally from Kansas and was the ORCB general chairman of the Santa Fe before serving as senior vice president of the ORCB, prior to his recent election to the top office.

"Having been a railfan for as long as I can remember," writes George D. Thomason, I Cranmore Ave., Osterley, Middlesex, England, "I was pleased to buy a copy of *Railroad Magazine* the other day at a model railway show in London. It was through this magazine, back in 1935, that I contacted several persons in the U.S. and Canada and formed friendships lasting many years. One of the men with whom I swapped letters and railroadiana was Oscar Brewer, Covington, Ky., who died recently. My son, 14, also is a keen railfan."

Railroading often becomes a father-son tradition and it is very much so with Woodson B. Ramsey of Oakvale, Va., who has three sons, Otis, William, and Robert. All 4 have worked for the Norfolk & Western as train dispatchers on the Radford Division in the area of Roanoke, Va. Both the elder Mr. Ramsey and Bill are 50-year N&W veterans. ●

THE BURLINGTON is the only American railroad that we know of which regularly hauls drinking water today in a water car. "We take the water to a cistern used by section crews," writes R. P. Parsons, Burlington conductor, P.O. Box 63, Arvada, Colo. 80002, "from the old tank at Pinon, Colo., which is still standing; but it does not have two spouts and never did have, despite what a reader stated recently in *Railroad Magazine*."

Mr. Parsons has worked for more than 20 years on trains that regularly stopped at Pinon to water their locomotives. He says: "The southbound track had its own tank at Pinon for the Santa Fe and Colorado & Southern. That line didn't go single-track until after World War 1, when the C&S, Santa Fe, Rio Grande, and Rock Island used it. The only Missouri Pacific engines ever serviced at Pinon were those borrowed from the Rio Grande during World War II."

An existing water tank built by the Chesapeake & Ohio at the upper end of the yards at Cass, W. Va., near Leatherbark Creek, now has only one spout but for about 50 years it had two spouts, we learn from "Pard" Lively, 2224 N. 12th Ave., Pensacola, Fla. 32503. It was used jointly by the C&O and the Greenbrier, Cheat & Elk, later Mower Lumber Co. line, now the Cass Scenic Railroad. The C&O's conversion to diesel power led to the recent removal of the second spout. Incidentally, there is another dual-railroad tank with only one spout still standing at the junction of the C&O and Western Maryland near Durbin, W. Va. ●

PROTEST from Dick Carr, 259 Water St., Santa Cruz, Calif. 95060: "Some of the articles in your *Interesting Railfans* series read like 'puff' journalism that wouldn't rate space in a good high-school paper, let alone a nationally-circulated magazine. Don't you think is is time to bury the series quietly, once and for all?"

(*Editor's reply:* No, we don't, Dick. You are the only person who has ever asked us to do so, but every day we get letters and cards from readers favoring that series. We detest puff journalism as much as you. Our personality sketches are written as frankly and objective-

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ly as the available facts permit. Of course, not all railfans are equally colorful.) ●

A FUNERAL STREETCAR for years was the home of Santa Fe telegrapher Chard Walker. That's right. The Los Angeles Railway car *Descanso* had long been retired. It was bought by the Railroad Boosters, the first railfan club in Southern California, now the Pacific Railroad Society, and they set up in the desert at Summit, Calif., for the benefit of members who wanted to occupy it briefly while watching trains in the area.

Chard was a member. Unemployed, he spent a month living in this car. He liked Summit so much that he wanted to live there permanently. So he learned telegraphy, hired out to the Santa Fe, and settled down in the car. Several years later the Santa Fe moved a house into the desert for Chard and he has been living in it ever since. In 1955 he married a girl named Margaret, who likewise is fond of the desert. They have two daughters, Judy and Joy.

"Our address is 2929 Railroad Avenue, Summit, Calif. 92387," says Chard. "The inspiration for this address came from Freeman Hubbard's first book, *Railroad Avenue,* and a Santa Fe locomotive. Back in the early 1950's we saw only one or two steam engines a day. The one that highballed through Summit most often was the 2929, a handsome Northern type, usually westbound with the overflow section of the *Grand Canyon,* second 23, and eastbound doubleheaded with a diesel on the old *California Limited,* No. 4. So what could be a better street address than a combination of a beloved locomotive and my favorite railroad book?"

In 1927 Chard took Margaret back to her home town in Ohio on a visit. "Then we decided to spend a day in Pittsburgh riding the streetcars. Alas, when we got there, not a single trolley could be seen! Upon inquiry, we learned that the motormen were out on strike. Before taking the next train back to Ohio, I was surprised to see an old friend on the station platform, Ed Von Nordeck (who is now president of the Orange Empire Trolley Museum at Perris, California)."

Chard Walker is a native of Lynn, Mass., and remembers the old narrow-gage Boston, Revere Beach & Lynn when it was steam-powered and later electrified. He also recalls the Laconia-built semi-convertible cars of the Eastern Massachusetts State Railway. There's one of them today at the Seashore Trolley Museum in Kennebunkport, Maine.

"Living at Summit," he tells us, "I enjoy mainline railroading over Cajon Pass and I watch the passing freight trains for cars from little-known shortlines. Sure miss the steam engines! Don't care for diesels. Strangely enough, though, more train-watchers show up here than ever came in the days of steam. A whole new generation that never knew the glories of steam has come into being."

Chard belongs to two railfan clubs and edits the monthly bulletin of the California Southern Railroad Museum. Being fond of pipe organs, like E. Jay Quinby, Gerald Brookins, and H. W. Pontin of Rail Photo Service, he is a member of the American Theatre Organ Enthusiasts. Last January we published a photo of his showing the ex-funeral car *Descanso.* ●

HAWAII has just lost one of its two remaining railroads. The Kahului Railroad on the Island of Maui ceased rail operations after nearly 87 years. Founded in 1879 under the Kingdom of Hawaii, this narrow-gage line was Hawaii's first railroad.

The Kahului Railroad Co. remains in business, but trucks have taken over the trains' job of hauling sugar and molasses from mills to piers. Passenger service ended in 1936.

The company is putting up for sale nearly 40 miles of track, five diesel locomotives, one steam locomotive in working order, one steamer that doesn't work and about 260 cars.

Now the only Hawaiian railline still in business is the narrow-gage Oahu Railway, which transfers pineapples a short distance on the Honolulu waterfront. ●

A FASCINATING area of American poetry is railroad verse, according to Forrest H. Miller, 522 Raub St., Easton, Pa. 18042. "I collect it just as others collect stamps, coins, engine pictures, or whatnot," he writes. "*Railroad Magazine,* with one or more such poems in almost every issue, is a leader among my resources." Mr. Miller himself is a distinguished poet, having contributed to many magazines and newspapers. Here is an example of his work, reprinted from *Poet's Bulletin* under the title "Diary Entry: Off Train, Winter":

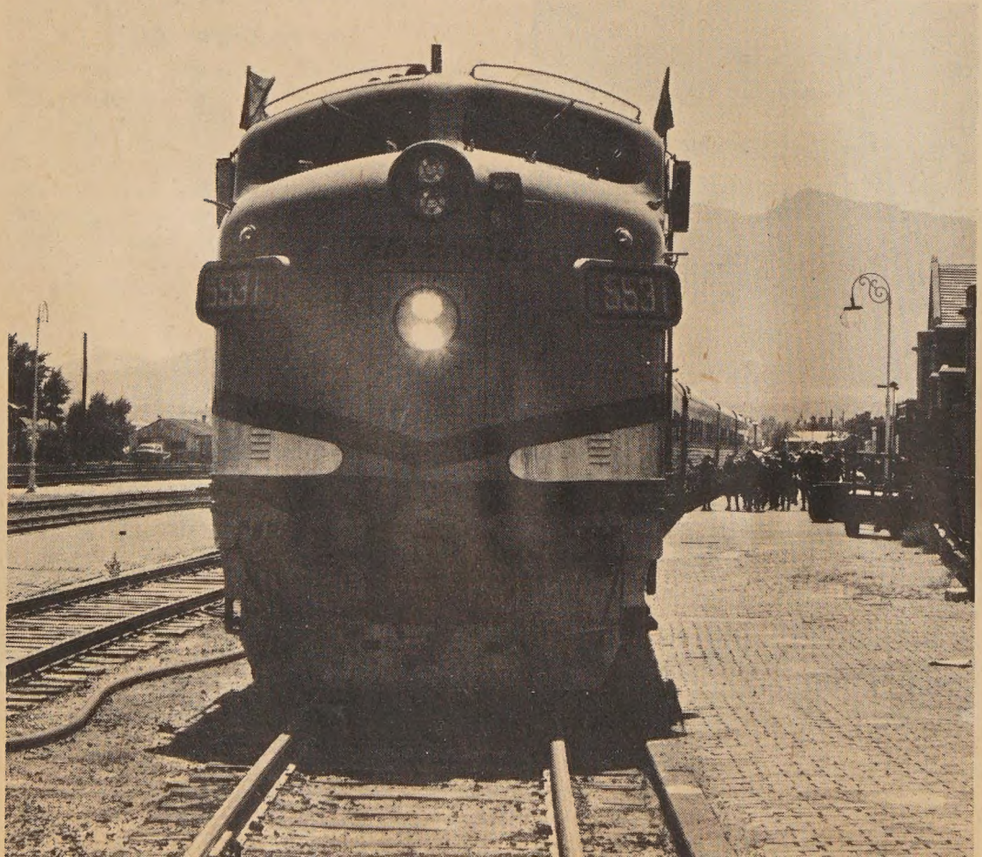
March 10th. Late snow. Feet near shanty stove.
Coffee at hand. Jake tells us again today:
The fireman stoked the switcher, and then Jake drove
Over the orchard spur, come thirty years this May.

Blossoms were blowing, thick as the snow now falling.
Jake tugged at the whistle. When the rusted track
Came clear of the trees the fireman on run was calling,
Calling to a vacant field where once a shack,
Soot-stained in a garden, had stood against its day.
The fireman waved, waved long in the Maytime air;
And Jake still swears he heard the fellow say,
"You'll always find an old shack standing there."

Nobody speaks for who are we to know?
It happened so long ago, so long ago. ●

Jim C. Seacrest, 2101 Birchwood, North Platte, Neb. 69101

Rio Grande's 5531, class F3, carries green flags, indicating a second section, an almost obsolete practice these days. This is the *Denver Zephyr* stub. Due to heavy business and the delay of equipment turnaround, it was operating as the first section of another train, the *Royal Gorge,* which usually transports the cars to Denver.



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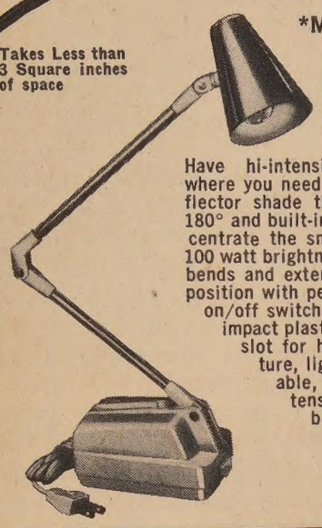

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CHAIN DOORS. "I read those comments on chain doors by Frank E. Grout, former New Haven fireman, in your magazine and they brought back memories of the era," says Harvey L. Clough, retired Boston & Maine engineer of Limerick, Maine. "I was well acquainted with the device. The B&M had a small step for both the engineer and fireman to get from the engine deck to the floor where the seatboxes were located. Attached to the step on the engineer's side was a piece of spring steel catch to hold the door open.

"I remember one night going east on the old Sanbornville ice train with No. 2319, a 2-8-0, I had trouble keeping the firedoor open. The catch was worn and let the door swing right back. After swinging a scoop-full of 'real estate' for a dozen times and hitting the door, I was beginning to get annoyed.

"The engineer, Harry Goodwin, decided he had to check the lubricator just after the door had swung shut, and I drove a scoop full of coal into it. Not noticing him, I grabbed the chain and slammed the door open. Unfortunately, Goodwin was in the way and the curl on the door hit him in a knee. Why his knee wasn't broken, I'll never know, but he was lame for a long time from that bang from the door." ●

WHEN the late William Belber was working at the Rock Island's Silvis yards he read an unusual tale in a railroad journal which he later related to his grandson, Gerry Belber, 1725 11th Ave., Moline, Illinois. Here it is:

"One day a roundhouse mechanic named Arthur was inside the boiler of a steam locomotive making minor repairs. Someone came along, not knowing he was there, and slammed the hatch door shut. Arthur banged frantically with tools on the inside of the boiler, but nobody noticed it. Then someone started the fire in that engine to get up steam, which filled the imprisoned man with stark terror.

Telling the story later, Arthur asserted that he heard the voice of his dead brother saying: "Cut the flues, Arthur! Cut the flues!" He did just that with the tools he had with him. Thereupon the engineer, realizing that something was amiss, doused the fire and at length found Arthur inside the boiler. Horror had whitened his hair. "This story," said William Belber, "was documented truth." Gerry wants to hear from anyone who can supply further details. ●

BRIEFLY SPEAKING. A truck had to come to the rescue of the *Banner Blue*, a Norfolk & Western passenger train near Bement, Ill., the other day. Its diesel, en route from Chicago to Decatur, ran out of fuel and had to remain motionless until a truck brought out some 300 gallons of diesel fuel.

The Order of Railway Conductors & Brakemen, the Brotherhood of Locomotive Firemen & Enginemen, and the Switchmen's Union of North America are forming a federation for the increased strength of numbers and finances. The ORCB has endorsed the idea in principle, and the other organizations are working on it.

St. Paul's Episcopal Church in Lakewood, Colo. recently dedicated a stained glass window in memory of Floyd Wayne (Ben) Webster, former trainmaster-conductor on the Denver & Rio Grande Western, who died last October.

Canadian Pacific is installing electric water coolers on 32 new diesel units being acquired this year, in response to a request made by the Brotherhood of Locomotive Engineers. These will be tested in service to determine a policy for future installations.

Some of America's big military installations have railroads of their own. One of these is the Hill Air Force Base, a major supply and storage base for the Air Force. The 62-mile railroad at Hill, Wash., is run by a crew of seven veteran railmen. It connects with the Union Pacific, carrying materials to and from the warehouse and railhead with 3 engines, 14 boxcars, 7 flats, and 4 motor rail cars. ●

LESTER N. FALLE, who wrote that article on "Canadian Steam Shortline" for our September issue, was a carpenter back in 1948. Says he: "I was helping a Canadian Pacific trainman named Jim Dempsey paper his wall one day when he suggested that I apply to the CP for a trainman's job myself. I did so and, with his recommendation, was hired April 12, 1948. Eight years later I was promoted to conductor.

"I am active in the Brotherhood of Railroad Trainmen but cannot run for office in that union at present because I held office recently in a rival organization, the Brotherhood of Railway Running Trades, which prevented me from attending BRT meetings, even though I have been a member of the BRT continuously for many years. Before being elected to a BRT office you must have attended a certain number of meetings each year."

Lester lives at 785 Strand St., London, Ontario. He recalls the advent of the first diesel train to be tested in Canada. "General Motors had sent over a pair of new diesel units and a train for the Canadian Pacific to test," he tells us. "The crew I was with was called to operate it to London. Its coming spelled the doom of steam power. I was the head-end brakeman on that run." ●

BUSINESS NEWS. Who says the railroads aren't prosperous? Illinois Central has announced the largest appropriation for buying freight cars in its entire 115-year history. The figures: $51,700,000 for 4,725 freight cars of all types during 1967. Included are some types unheard-of until recent years, such as covered hoppers with long top troughs for easy unloding. Also woodchip cars, coil cars for special handling of tinplate, and airslide covered hoppers with a capacity of 100 tons of flour or sugar apiece.

Canadian National has acquired 29 sleeping cars from U.S. railroads to meet the growing needs of its passenger business. "This business has been increasing steadily for several years," reports J. H. Richter, one of the system's vice presidents. "We expect it to continue at least through 1967, when Canada celebrates its centennial and opens the World's Fair in Montreal." The 29 cars, along with 40 sleepers supplied by U.S. roads in 1964 and '65, can accommodate 1,432 passengers. Nine were bought, 20 leased. We are waiting patiently for roads south of the Canadian border to start boasting about continual rises in passenger traffic.

A new all-time low for cars set off because of hotboxes showed a record U.S.-Canadian performance average of 1,782,459 car miles per journal failure in one month. Compilation of all railroads' records by the AAR Mechanical Division produced the average which topped the previous high of 1,743,020 in December, 1965.

India will get a credit equivalent to $68 million to assist in building up its railways. This sum will come from the International Development Association, an affiliate of the World Bank.

Railroad mergers will continue until 12 to 15 competitive systems are serving the entire country, predicts Norfolk & Western president Herman H. Pevler. He stressed that further consolidations must be completed not merely because the roads themselves desire them but so does an expanding economy.

The University of Southern California announces a $100,000 grant from the Union Pacific Railroad Foundation to establish a Transportation Research Institute in the Department of Marketing and Business Logistics of the USC School of Business Administration.

The affiliated Chesapeake & Ohio and Baltimore & Ohio have started advertising for passengers on the entertainment pages of daily newspapers, the first time this approach has been used to attract travelers back on trains. ●

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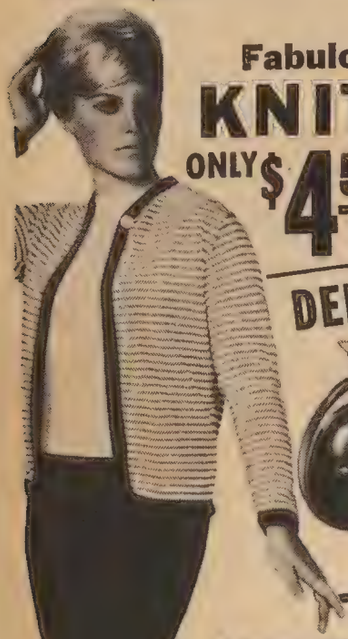

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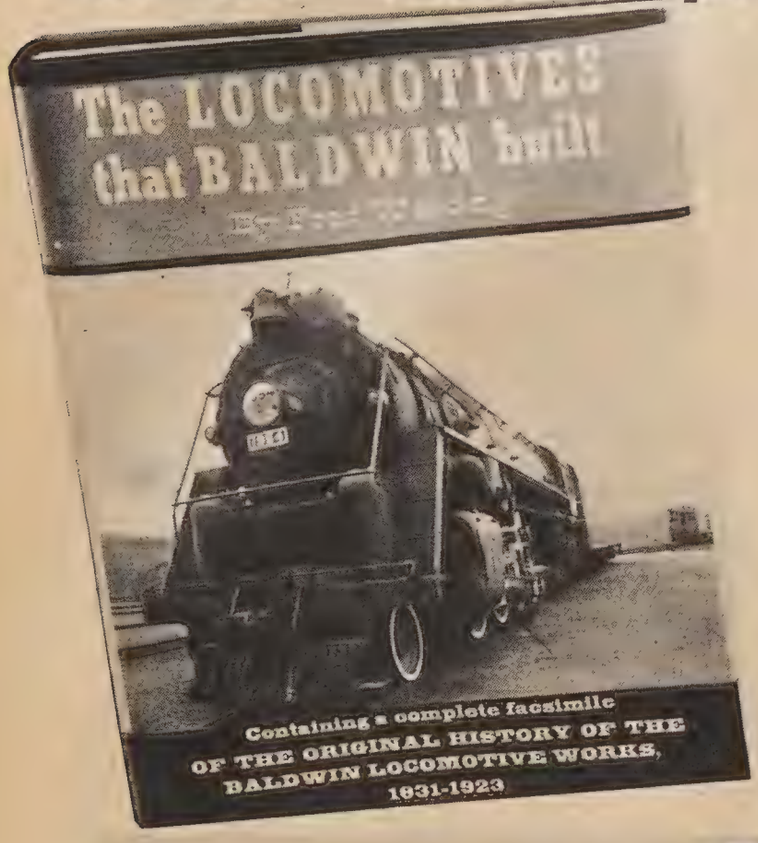
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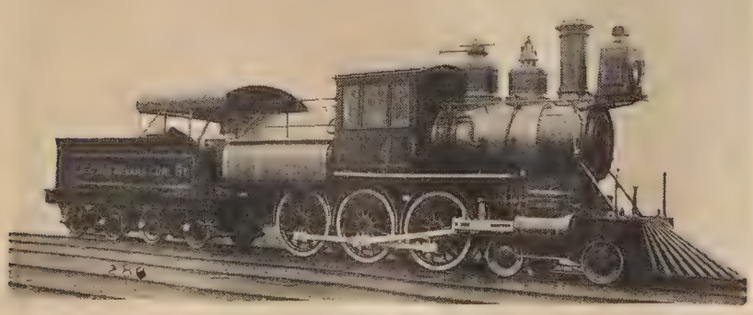
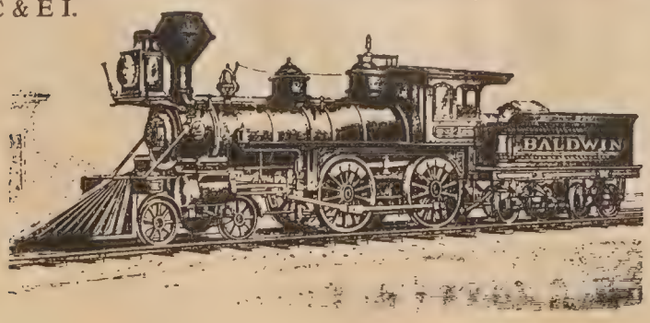


Camelback of Chicago & Indiana Coal Ry.—later on roster of C & E I.



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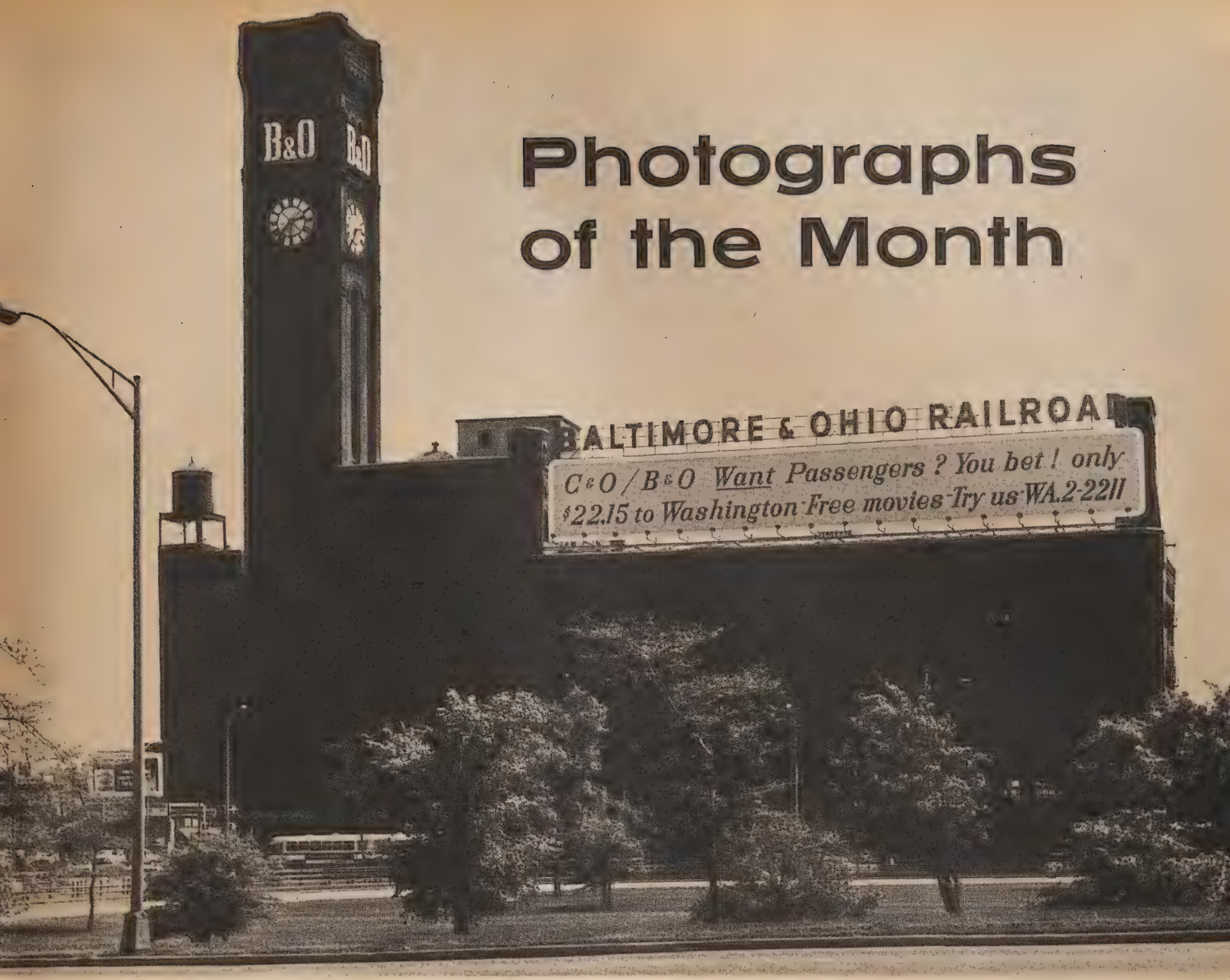


With this huge new sign atop Chicago's Grand Central Station, the affiliated C&O and B&O are making a determined effort to woo air- and auto-minded travelers back to the rails. The sign is easy to read: 143 feet long, brightly illuminated at night.

Girl uses one of 10 shower baths on the former New York Central sleeping car *Imperial Emblem*, renamed *Angela Ann*, which Four Winds Travel Service of New York is operating on transcontinental tours. No other car on earth has so many private showers.

Edwin O. Rosebure is not afraid of heights. He has been doing signal work 12 years for Southern Pacific's Los Angeles Division.
Southern Pacific Railroad

Pullman-Standard, 200 S. Michigan Blvd., Chicago

Pullman-Standard's Michigan City plant builds new-type insulated boxcars for the Union Pacific, designed to new ICC safety appliance regulations. No boxcar ladder reaches the roof, no roof has a running board. Josephine Boguslawski applies the slack adjuster plate to one of the modern boxcars.

Canadian National locos displayed at Montreal for a regional NRHS convention. In background: 5107 (4-6-2) and 49 (4-6-4T). Number plate of the 5107 was removed temporarily to prevent theft by light-fingered railfan.
Jack Emerick, coal traffic manager, Jersey Central Railroad

No. 750, originally a Florida East Coast engine, later acquired by the Savannah & Atlanta and more recently donated to Atlanta Chapter of NRHS, is seen at national NRHS convention in Georgia in '62.
Elmer J. Braswell, Jr., 1581 Melrose Dr., S.W., Atlanta, Ga.

Photo by Ed Wojtas (Rock Island Rocket)

Melvin Vassel is fueling diesel locomotive in the busy yard of the Rock Island Lines at South Chicago, where an increasing number of trains originate and terminate.

Ex-Canadian Pacific No. 1278, property of the Monadnock, Steamtown & Northern Railroad, is being shopped for excursion service.

SP Rescues Shipwrecked Sailors

by Richard L. Nailen

Caught in "the Devil's Jaw": (right) the USS *Lee*, first ship spotted by Section Foreman Giorvas, and (left) the USS *Nicholas*. (Right) You can just barely see part of the Southern Pacific Railroad bridge across Honda Creek in the background.

SEEMS hard to believe, but it actually happened. Visualize 550 dazed and in many cases injured survivors of the United States Navy's worst sea disaster in peacetime being rescued, fed, and sheltered by a railroad on the mainland—a railroad which, by the way, flashed the first news of their plight to the nation! For victims of the tragedy off Honda, California, back in 1923 and for the Southern Pacific men who hurried to their rescue, it was all very real.

The Honda siding is located midway between San Luis Obispo and Santa Barbara in an area where the Coast Division offers rail travelers a panoramic view of America's most spectacular seascape. Today, the handful of passengers aboard the dwindling *Daylight* train enjoy a 90-mile spectacle of surf, sand, and jagged offshore rocks in the cobalt ocean. For centuries this locale has been known as "the graveyard of the Pacific"—ever since, in fact, Spanish sailing ships tacked far to seaward to avoid Honda's razor-edged reefs while black-bearded mariners crossed themselves and muttered, "*La Guijada del Diablo*" (the Devil's Jaw).

Some forty years ago at Honda, where the SP main line swings a few hundred yards inland to span a deep arroyo, the only habitation within miles was a cluster of brown-trimmed, Colonial, yellow bunkhouses in which lived Johnny Giorvas, a taciturn, weather-tanned section boss and his 16-man crew of Mexican origin.

This coast is famous for its fogs. But there couldn't have been many murkier evenings than Saturday, September 8, 1923. Ready to turn in for the night, Johnny was taking a last look at the shoreline about 9 o'clock when he glimpsed a flash of light and heard a series of muffled booms and a mingling of whistles and sirens. Then silence shattered only by the crashing waves.

Clutching his lantern, the startled railroad man raced across the barren

mesa to the cliffs, where the impenetrable fog swallowed his shouts. Suddenly a flare burst overhead and then he saw impaled on the rocks below, the stark silhouette of a four-stacked Navy destroyer.

One look was enough. Johnny stumbled frantically back to the tracks, down the line to his door, and inside to the telephone on his wall. Quickly cranking it, he called Bill Pittman, the SP operator on second trick in the Surf telegraph office, five miles to the north.

"Where's Mr. Maes?" he shouted. "We've got a big wreck down here at Honda, some kind of warship on the rocks!"

Walt Maes was the general foreman. As soon as he got the news he ordered Johnny Giorvas to rush his gandy dancers down to the shore with ropes and lanterns to do what they could for the crew of the stricken vessel. He also called Trainmaster T. J. Foley at San Luis Obispo, an SP division point 50 miles to the north. That place was soon bustling with major rescue preparations.

Just how major they were became clear during the next two hours. Johnny, returning to the beach in the foggy darkness with his men, met bewildered members of the destroyer's crew struggling up the rocky cliffs. They told him grimly that not one but at least three of the sleek "Cavalry of the Sea" were stranded and sinking amid the sharp reefs, their radios dying as power failed in the flooded engine rooms.

At first the sailors had no idea where they were but thought they had been shipwrecked on San Miguel Island, some

John Giorvas, an unidentified man, and Trainmaster Foley view the wreckage. The destroyer *Chauncey* is in the foreground. Behind her, at the right, we see the capsized *Young*, where most of the lives were lost. In the distance is the *Woodbury*.

"Ma" Atkins, the Southern Pacific's "Angel of Honda," helps with the cooking.

distance away. Imagine their joy and astonishment at hearing the distant whistle of a steam locomotive at 10:25. It came, as they learned afterward, from train 17, the *Seashore Express*. Realizing that it meant a close proximity to the mainland, all hands promptly endeavored to get ashore. Strong swimmers risked their lives in the booming breakers to rig lifelines from ship to ship, onto lava pinnacles, and then to the base of Honda's cliffs.

There Johnny and his Mexican trackmen took over, aided by two other foremen, Tobin and Motis, with their maintenance-of-way gangs. Trainmaster Foley had sent them to the scene with all the heavy cable and other rescue gear they could carry.

As fast as the bedraggled, cold, half-dressed seamen could be hauled up the cliffs, they were helped over to the roaring fires, made from piles of railroad ties, which the track workers kept blazing beside the main line. Some men were revived merely by the smell of boiling coffee from the bunkhouses; but with only a few cups on the premises, the teasing aroma was all that most of them got for quite a while.

Pharmacist's mates from all of the wrecked destroyers did their best for the scores of shipmates who had suffered deep cuts and bruises from the bristling lava rock or been gassed by smoke below decks or choked by fuel oil. Shortly after midnight additional help arrived. General Foreman Maes rolled in through the fog on a section motor-car with two doctors. Those two quickly set to work among the rows of injured sailors who had been laid out on the floor in the steaming confusion of the section houses.

As more and more survivors straggled in, formed into ship's companies, and counted heads, the extent of the disaster became increasingly apparent. "Following the leader" during turbine trials, seven ships of Destroyer Division II en route to San Diego, had sped into the teeth of the Devil's Jaw. The final toll showed 23 seamen dead, almost that many seriously injured, and about $13 million worth of four-stackers that would never sail again. And atop the fogbound mesa at Honda that chilly night were exhausted survivors badly in need of food and warm clothing.

The squadron commander, Edward Watson, asked, "What can you do?"

The imperturbable Walt Maes said: "Well, you're in a helluva isolated spot —couldn't have picked a worse one. But we'll take care of it."

Meanwhile, Trainmaster Foley and Mayor Sinsheimer of San Luis Obispo were scouring that city's stores and restaurants for supplies. Pretty soon they rounded up a baggage-car load of food, blankets, and medical supplies and coupled it behind a beautiful southbound train, No. 76, *The Lark*, due through Honda at 3 a.m. (a passenger train which, at this writing, the SP wants to abandon). Elsewhere, too, efforts were being made to provide for the survivors. Citizens of Surf and of Lompos, an inland town, collected clothing, blankets, and provisions, including a lot of Java, and piled them into the caboose of a southbound freight.

The only woman in Honda that night was Mrs. C. L. Atkins, the wife of Surf's third-trick operator, who rode there in the caboose and became known to the shipwrecked men as "Ma" Atkins, "the Angel of Honda." As soon as she arrived, the overworked doctors drafted her to help treat the injured. Later she organized coffee-boiling and sandwich making on a grand scale, using supplies off *The Lark* first and then viands salvaged from galleys of the nearest wrecks. Toiling among the hundreds of stranded sailors for 18 hours, Ma did much to keep up their spirits. Before dawn, they were singing around the fires, a favorite being: "Yes, we have no destroyers."

Far beyond the bonfires glowing dimly through the fog, telegraph wires and rails hummed as F. M. Worthington, superintendent of the Coast Division, mobilized his division's resources. At the San Francisco terminal about 300 miles away, where Night Chief Dispatcher Keller had flashed reports to Navy officials, the press, and radio, a passenger extra pulled out of the yards, with rights over everything, to speed the survivors to the San Diego Naval Base (the earlier *Lark* would take the hospital cases). The Santa Fe Railway co-operated by waiving the usual transfer at Los Angeles.

Another fast special, that left Santa Barbara on Sunday morning, brought more doctors to relieve the two who were already carrying on at Honda. From Surf and San Luis Obispo, a small army of SP linemen and telegraphers converged on Honda. They patched emergency lines into Johnny Giorvas's little parlor and began relaying hundreds of personal messages to Western Union wires in all 48 states. Many sailors' families first heard of the tragedy through these telegrams, for in those days radio newscasts were meager.

By Sunday evening, rescuers and rescued alike had departed; the nation's interest turned to Government inquiries and courts-martial, and Honda became once more a lonely flagstop. But for many days afterward, as bodies washed ashore, there were occasional grim shipments from the section houses and flag-draped caskets beside the track.

Today, the old railroad buildings are gone. Honda, more remote than ever, is surrounded by the rolling wilderness of the Point Arguello Missile Range. Yet just as the Honda disaster will always mar the annals of the seagoing Navy, so it remains a bright spot in the public service record of Southern Pacific railroaders—a unique and stirring rescue of shipwrecked sailors by a railroad.

Three Delaware & Hudson pushers on grade out of Carbondale, Pa.: 1532 and 1533 (4-6-6-4's), J, and 1214 (2-8-0), E-6a.
Photograph by Charles E. Elston

SUPER-LOCOMOTIVES

by H. L. Kelso

Some of America's Really Big Engines

Railroad	Type	Cylinders	Dri.	B.P.	Engine Weight	Tract. Effort	Bldr.	Year Built
D&RGW	4-6-6-4	(4) 23x32	70	255	641,000	105,000	BLW	1942
NP	4-6-6-4	(4) 23x32	70	260	644,000	106,890	Alco	'41-'44
UP	4-6-6-4	(4) 21x32	69	280	633,500	97,350	Alco	1943
WM	4-6-6-4	(4) 22x32	69	250	601,000	95,500	BLW	'40-'41
WP	4-6-6-4	(4) 22x32	70	255	590,000	99,600	Alco	1938
VGN	2-6-6-6	(4) 22½x33	67	260	753,000	110,200	Lima	1944
C&O	2-6-6-6	(4) 22½x33	67	260	724,500	110,200	Lima	'40-'44
NP	2-8-8-4	(4) 26x32	63	250	723,400	153,400*	BLW	1930
DM&IR	2-8-8-4	(4) 26x32	63	240	699,700	140,000	BLW	'41-'43
B&O	2-8-8-4	(4) 24x32	64	235	628,500	115,000	BLW	'44-'45
SP	2-8-8-4	(4) 24x32	63½	250	689,900	124,300	Lima	1939
SP	4-8-8-2	(4) 24x32	63	250	657,400	124,300	BLW	1944
PRR	2-8-8-2	(4) 30½x32	62	205	603,500	147,000	PRR	1919
D&RGW	2-8-8-2	(4) 26x32	63	240	665,000	131,800	Alco	1930
C&O	2-8-8-2	(4) 23x32	57	215	572,350	108,550	BLW	1926
WP	2-8-8-2	(4) 26x32	63	235	665,100	150,900*	BLW	1932
N&W	2-8-8-2	25x39x32	58	300	582,900	126,838A	N&W	1952
GN	2-8-8-2	26x28x32	63	240	686,440**	142,055	GN	'29-'30
UP	4-8-8-4	(4) 23¾x32	68	300	772,250***	135,375	Alco	1944

* Tractive effort with booster. ** Heaviest 2-8-8-2 ever built. *** Heaviest steam locomotive ever built. The above chart lists only the heaviest engines of given types and not necessarily the dates they originally went into service.

THE TERM "biggest steam engine" is widely interpreted. Considering over-all length, weight, tractive effort, and horsepower, there is no standard basis of comparison. Many of the heaviest locomotives at a given time were neither the most powerful nor most efficient.

For instance, my chart (at left) lists the Norfolk & Western's 2-8-8-2 compound locos as weighing 582,900 pounds, with a tractive effort of 126,-206 pounds when running compound but a whopping 152,206 when running simple. The last four engines of that type, built in the road's Roanoke Shops —Nos. 2197-3200—give us better fig-

Photograph by Richard H. Kindig, 3831 Perry St., Denver, Colo.

ures. Those four were the final articulated jobs outshopped in America. They were made heavier by adding lead to the hollow parts of the frames, which upped their weight to 611,000 pounds. Tractive rating became 132,000 when operating compound but a mighty 170,000 when running simple. Such engines could run simple up to ten miles per hour, although previous machines in their class shifted to compound steam at four mph.

Thus, in my judgment, a relatively light articulated job was the second most powerful steamer of all time. (Later on, my story will deal with the most powerful types.) Delving now into truly big engines, I find that some bred major headaches for the motive power men charged with their upkeep. The engine crews also had problems. In short, some of the steel giants were just plain flops.

If you have ever been thrilled by the size and power of huge articulateds, compound and simple, you can thank a goodly number of designers for creating them. First was a French civil engineer turned mechanical engineer, Anatole Mallet, who in 1884 patented the original compound that bore his name. Mallet ranks very high in locomotive history. Next we come to Leonor Fresnel Loree, our own country's foremost advocate of big power.

The leonine Loree brought James E. Muhlfield into the Locomotive Hall of Fame by commissioning him to design a massive 0-6-6-0 compound for the Baltimore & Ohio. That engine, affectionately called "Old Maud," was outshopped in 1904 and promptly sent to the St. Louis World's Fair, where she became a sensation. Weighing 334,000 pounds without tender, she rated a tractive effort of 71,000 pounds—figures previously unheard of anywhere. Operating on the B&O's steep Sand Patch grade, she did the work of three Consolidations (2-8-0's) and proved a success from the start.

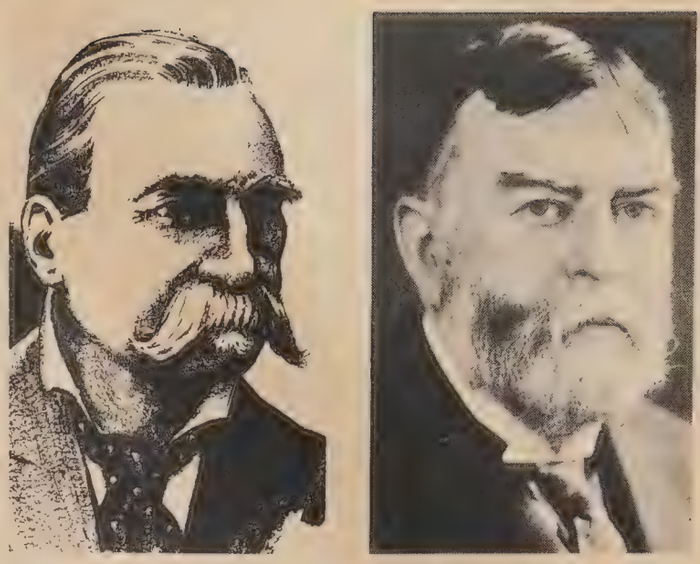
Her original road number, 2400, was changed to 7000 when she took over hump service at Willard, the Ohio town named for a B&O hogger who became president of the road. There, too, she did uncommonly well. But Father Time is ruthless. Sooner or later we must all retire, as Old Maud did reluctantly in 1927. Eleven years later the onetime belle of a world's fair was converted to scrap iron.

In 1907, the Erie seized the "world's biggest" banner by putting into service three huge but ungainly 0-8-8-0's designed for use as pushers. Being double-cabbed and hand-fired, with a titanic tractive rating of 98,000 pounds, the trio should be listed among the nation's most unusual locomotives. They were, in fact, the only articulated Mother Hubbards (or Camelbacks) ever built. Firing them was a long, long way from "featherbedding."

Those engines must have been impressive to look at, but no fireman wanted to "break his back and bake his brains" on man-killers. The serfs in the 0-8-8-0 cabs sweated and swore and suffered. I know how they felt. I was a railroad man myself and son of a boomer like "Haywire Mac." In my days with the scoop I could sling coal with the best of them, but if Dad had ever found me firing such a mill he would have blasted me from hell to breakfast.

The three 0-8-8-0's were dubbed the Angus type because the famous Angus Sinclair had designed them. Sinclair predicted that they and others of their kind would eventually dry up all the inland waterways in the country—figuratively, of course. Well, they didn't. But the old man was partly right. The canals are gone. Unhappily for the railroads, river barge traffic and the St. Lawrence Seaway are flourishing. In 1921 Sinclair's pets were sent to the Baldwin works in Eddystone, Pa., and they were modernized and given a 2-8-8-2 wheel arrangement; but the face-lifting didn't help much, for all three were scrapped about two years later.

Meanwhile, also in 1907, Loree left the B&O to become president of the Delaware & Hudson and almost immediately he borrowed one of the Erie's 0-8-8-0's for D&H road tests. He liked their performance so much that he ordered six larger and more powerful 0-8-8-0's from Alco. These six replaced a dozen Consolidations, thus incidentally cutting the enginemen's and firemen's extra boards, which didn't add to



Two champions of big steam power: Anatole Mallet (left) and Leonor F. Loree, president of Delaware & Hudson.

← **Mile-long Southern Pacific freight westbound near Hargis, N.M., with 2-8-8-4 engine 3811.**

the president's popularity in labor's ranks. But Loree was more intent on running a railroad efficiently than winning a popularity contest, so he bought seven more 0-8-8-0's, these being superheated.

Later, the road's Colonie Shops rebuilt seven of the gargantuan engines with higher driving wheels and one-piece beds with cylinders cast integral. Other new refinements included the removal of sandboxes from the boiler top and the elimination of extraneous piping. The engines also were given larger tenders and remodeled cabs, presumably to enhance their appearance but which, in my book, did no such thing. They still looked ungainly.

LOOKING westward now, we find that while W. F. Buck was superintendent of motive power of the Atchison, Topeka & Santa Fe from 1908 to 1912 his road produced its most powerful steam engines. The energetic Mr. Buck was a champion of compounded steam, especially when applied to articulated locomotives, and under his direction the Santa Fe shops rebuilt old Prairies, Consolidations, and Pacifics into Mallets. None of those rebuilds performed up to expectations.

But in 1909 the system purchased two new 2-8-8-2 Mallets from Baldwin. These were widely publicized that year as being the two largest engines on earth. For sixteen years they worked the tough mountain divisions, after which they were rebuilt into Mikados (2-8-2's). Also in 1909 the Santa Fe laid claim to possession of the world's largest passenger-haulers: two 376,850-pound Mallets built by Baldwin with 73-inch drivers and a 4-4-6-2 wheel arrangement. Six years later both were rebuilt into Pacifics (4-6-2's).

Meanwhile, in 1911, the road kept its leadership in the "biggest engine" category by converting ten of its Santa Fe type (2-10-2) locomotives into monstrous and powerful 2-10-10-2 compound Mallets. Baldwin did it by furnishing the low-pressure units in front as new machines. Being somewhat less than a howling success, however, the big fellows were rebuilt as twenty 2-10-2's at the Topeka Shops in 1915.

Coming back East again, I direct your attention to George R. Henderson, who was a locomotive designing consultant for Baldwin. That man had a flair for big compounds, especially Mallets, the bigger the better. He was responsible for the creation of the three Erie compound Mallets that are remembered as "centipedes," for their 2-8-8-8-2 wheel arrangement, one as "Matt Shay," for the great Erie hogger of that name. The first of those engines went into service with considerable

Photographed in 1951 by Stan Kistler, 921 N. Lake Ave., Pasadena, Calif.

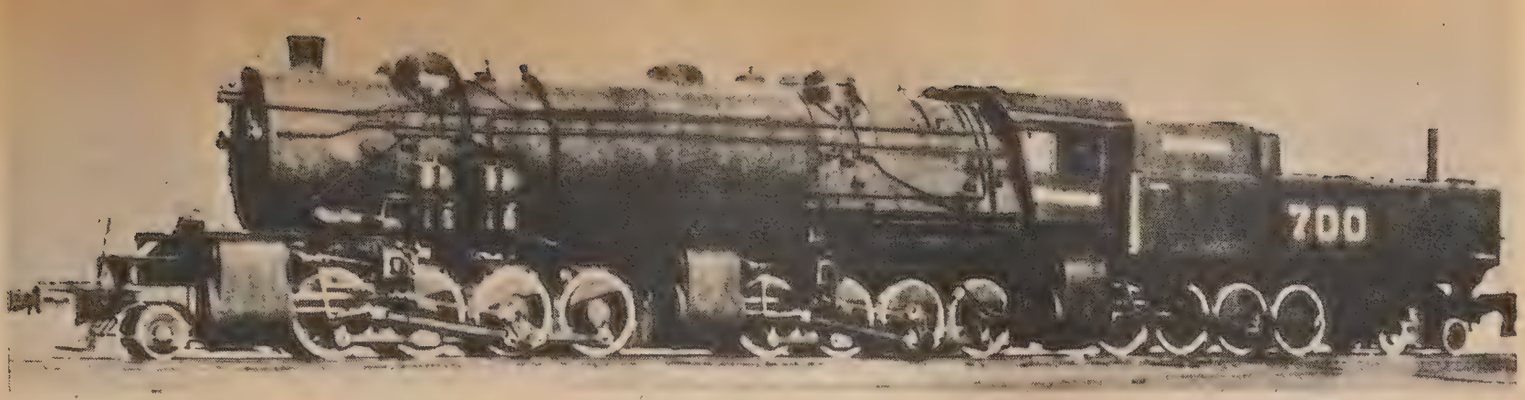
Santa Fe train on horseshoe curve at Caliente, Calif., in Tehachapi Mountains.

Two Chesapeake & Ohio 2-8-8-2's, built in 1926 with 63″ drivers, 26x32″ cylinders, and 105,550 pounds tractive effort.

B. F. Cutler, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

Photographed Aug. 30, 1947, by Richard H. Kindig

No. 3714 of the Denver & Rio Grande Western (4-6-6-4) leaving Helper, Utah, with 56 cars eastbound at 20 miles per hour.



A mighty 2-8-8-4 of the Virginian Railway, built by Baldwin in 1916, with 56-inch drvers and six 34x32″ cylinders.

ballyhoo in 1914, around the time World War 1 broke out in Europe, and the other two in 1915 and '16.

Specifications of each engine called for three sets of four-coupled drivers with a two-wheel pony truck and a two-wheel trailer truck at the rear of the tender. Each had six cylinders, all of the same diameter and stroke. One center cylinder furnished steam to the forward pair of cylinders while another shot steam to the rear set.

According to Andrew Goobeck, who fired all three of the giant centipedes, none of them proved satisfactory. B&O borrowed one for test runs. The big girl promptly distinguished herself by ripping off her steam dome on a bridge in Philadelphia. Sent to Susquehanna, Pa., she performed so poorly that a barrage of criticism was leveled at George Henderson and the Erie's William Schlafge, a co-designer.

The big engines, rating 160,000 pounds of tractive effort, were long on power but invariably short on steam, besides having certain flaws in design that often sent them to the shops. One of the monsters, tied onto 250 loaded coal hoppers, jerked out two drawbars and broke the air line. Her train was then hauled up the long Gulf Summit grade in three cuts.

Overhead Street stokers, with which the centipedes were equipped, were never a success. The fireman had to spend too much time fiddling with the stoker controls or shoveling coal himself. In fact, Andy Goobeck, with the help of two trainmen passing coal to him, once hand-fired a 2-8-8-8-2 over the long hill when the stoker was stuck. The engineer on that run, George Ball, said it was the only time, to his knowledge, when one of the centipedes climbed that grade with even nearly a full head of steam.

Even so, the three titans carried on after a fashion until they were retired in 1927. They were scrapped in the Depression years of 1929, 1930, and 1933.

Another of George Henderson's brainstorms was a giant triplex on the Virginian Railway, outshopped by Baldwin in 1916. She was similar to the Erie jobs except for being a 2-8-8-8-4 with smaller drivers, smaller cylinders, and a four-wheel trailer truck near the rear of the tender. Numbered 700, she rated 166,000 pounds of tractive effort. Her record on the 13-mile grade between Elmore and Clark's Gap in West Virginia fails to show even one really successful trip and the Virginian sent her back to Baldwin, which rebuilt her into two separate engines, a 2-8-8-0 compound and a 2-8-2. I am glad to report that both rebuilds were satisfactory.

Not all of Henderson's ideas flopped. He made some useful contributions to motive power history; but he was, by a country mile, the zaniest advocate of big compound Mallets I have ever heard of.

Two Union Pacific 4-8-8-4's, Nos. 4021 and 4019, on Sherman Hill in Wyoming.
Photographed Aug. 24, 1957, by Richard H. Kindig

THE MOST powerful steam locomotives ever built anywhere were the ten 2-10-10-2 compounds that Alco turned out for the Virginian in 1918. Their cylinders of high pressure measured 30x32 inches, those of low pressure 48x32, being the largest cylinders ever applied to any locomotive. So massive were these great machines that the delivering roads did not have adequate clearance, and the giants had to travel sans cylinders and stack, items which were applied later in the Virginian's own shops.

The 2-10-10-2's were good in every respect. One handled a train of 110 cars weighing 17,250 tons from Victoria to Sewell's Point, both in Virginia, over a trackage ruling grade of 0.2 percent.

Super-Locomotives of Their Day

Road, type	Erie 2-8-8-8-2	VGN 2-8-8-8-4	VGN 2-10-10-2	AT&SF 2-10-10-2
Road numbers	5014-5016	700	800-809	3000 class
Cylinders	36x32 (6)	34x32 (6)	30x48x32	26x38x32
Driver diam.	63 inches	56 inches	56 inches	57 inches
Steam pres.	210 lbs.	215 lbs.	215 lbs.	225 lbs.
Loco. weight	860,350 lbs.	844,000 lbs.	684,000 lbs.	616,000 lbs.
Trac. effort	160,000 lbs.	166,300 lbs.	176,000 Sim. 147,200 Comp.	111,600 lbs.
Builder	BLW 1914-'16	BLW 1916	Alco 1918	AT&SF 1911 BLW

(This tonnage record, superb as it was, later was topped by Yellowstone-type engines on the Duluth, Missabe & Iron Range.) On two different occasions Virginian jumbos, wheeled 15,725 and 12,-070 tons respectively at fuel rates of 26.9 pounds of coal per 1,000 ton-miles, which was quite a feat even for articulated power.

In 1928 the Northern Pacific ordered a four-cylindered Alco giant with a brand new wheel arrangement. Designated the Yellowstone type, she substituted a four-wheeled trailer truck for the customary single-axle job. This made possible a firebox large enough to seat twelve people comfortably at a banquet table! The fireman had plenty of room for whatever he wanted to do. To rake the forward end, supplementary ports were placed in the water legs, directly beneath the running boards and above the last set of drivers. Such unheard-of procedure was necessitated by the low-grade coal mined for Northern Pacific power in the railroad-owned pits at Colestrip in Montana.

In all specifications save minimum tractive effort, the new 2-8-8-4 was a monster without equal. Her boiler, weighing 82½ tons, could evaporate 60 tons of water per hour while her stoker bore a guarantee to deliver 40,000 lbs. of coal to the firebox during the same period. The engine herself had the first power-operated throttle ever applied to a steamer, also the highest horsepower rating and the greatest length (125 feet) from coupler to coupler. Only the Virginian's 2-10-10-2's exceeded her 153,-400-pound starting tractive effort—t. e. with a booster.

The reason for this size was not unusual: an effort to equalize tonnage ratings on a mountain division, in this case a 216-mile district between Mandan, N.D., and Glendive, Montana. The long gradients involved and their locations precluded pusher service. So the decision was reached to develop a locomotive which could move the tonnage being trundled on other parts of the system with heavy Mikados.

There were a dozen of these engines. Alco built the first, Baldwin the rest. All were rebuilt in 1941 with roller-bearings and other modern appurtenances.

Meanwhile, in 1939 the Southern Pacific brought out its version of the 2-8-8-4: a dozen specimens built by Lima, a bit smaller than the NP's, each weighing 689,900 pounds, with 124,300 tractive force. They pulled passenger and freight runs between Tucumcari, N. M., and El Paso, Texas. Ruling grade on this route in both directions is 1.0 percent. The engines featured a "skyline" casing which shrouded the stack, sandboxes, and steam dome. Originally coalburners, with a vast grate area of 139.3 square feet, all were converted to oil and sent to divisions west of El Paso.

In 1941 the Duluth, Missabe & Iron Range adopted the 2-8-8-4 for hauling ore from the Mesabi and Vermilion ranges to dockside in Duluth. These engines, too, were slightly smaller than the NP's, weighing 699,700 pounds with 140,000 tractive effort, using no boosters. They regularly handled 17,450-ton trains, a figure never bettered by motive power on any other road.

RETURNING to the East, the Baltimore & Ohio entered the 2-8-8-4 field in 1944 with a fleet of Baldwins, the lightest of the type ever seen. Engine weight was 628,500 pounds, tractive effort 115,000, the latter being comparatively little. Equipped with 64-inch drivers, the giants gave a good account of themselves in both freight and passenger runs on mountain divisions.

While the articulateds were the most ponderous and most powerful engines in North America, I submit that some rigid-frame machines also qualified as really big locomotives. Among the latter were the Union Pacific's long and lanky 4-12-2's (515,000 pounds) and the large Texas types used on many roads. Also, of course, the Pennsy's three breeds of heavy, four-cylindered, Duplex-drive high-wheel locomotives, being the S-1 class 6-4-4-6 (608,100 pounds), the Q1 4-6-4-4 (608,000 pounds, and the Q2 4-4-6-4 (621,100 pounds). Add a loaded tender weighing some 400,000 pounds and you have an immense, heavy bundle.

The S-1 had a rigid-frame casting nearly 78 feet long, the longest such frame ever cast for a locomotive, and was known far and wide as "the big engine." But the biggest and most powerful engines ever assigned to regular "varnish" runs were not Pennsy units but were the Southern Pacific's mighty 4-8-8-2 cab-aheads. These gargantuas were standard power for such popular trains as *The West Coast, The Owl, The Tehachapi,* and on many occasions the flossy *San Joaquin Daylight.*

Not even the cab-in-fronters, however, could be called the world's heaviest or longest steamers. Both distinctions belong to the Union Pacific's 4000 class, the "Big Boys," just shy of 133 feet long, the only 4-8-8-4 type articulateds ever built. Sired by the late and great Otto Jabelman, these proud conquerors of the Wahsatch and Sherman grades began to arrive on the UP a quarter-century ago. By January, 1942, a score of them were gulping mountain water and digesting Rock Springs coal on the Utah and Wyoming big hills. Each one could evaporate as much as 100,000 pounds of water per hour and during the same period consume nearly 22,000 pounds of coal! Servicing one had something in common with feeding a full-grown pet elephant.

In 1944 another five Big Boys, slightly heavier than the first twenty, went into operation. Specifically designed to lift tonnage up and over mountain grades at a reasonably fast clip between Ogden and Wahsatch, Utah, without helpers, the 4000's lived up to the optimistic predictions from the start. In fact, they even bettered the calculated power figures by regularly trundling 4450-ton trains over the Wahsatch Mountains near the end of the Steam Age, although the original tonnage estimate was 3600.

Despite the enormous engine weight of 772,250 pounds and a wide grate area slightly exceeding 150 square feet, Big Boys didn't rank as the world's most powerful locomotives, their tractive effort being just 135,375 pounds. As I have stated, the Virginian 2-10-10-2 boasted an almost incredible 167,-000 pounds of t. e. Even so, the UP's 135,375 is not to be sneezed at.

Equipped with 68-inch driving wheels and 300 pounds of boiler pressure, the Big Boys were designed for speeds up to 80 miles per hour. There is no record, however, tthat such speed was actually attained even by the 4000's used in passenger service. Regretably, space does not permit more details on these engines, which, to my mind, were the finest articulateds ever built. All but three have been scrapped. ●

Many groups of school children visit Trolleyville, U.S.A., at North Olmsted, Ohio, to see the exhibits and to ride cars of the Columbia Park & Southwestern.

Seen at Trolleyville: (left to right) Stephen D. Maguire, Gary Brookins and his father, Gerald T. Brookins, and E. J. Quinby, honorary president of ERA.

Trolleyville U.S.A.

by STEVE MAGUIRE

NOW and then when I feel in need of a change I go out to North Olmsted, Ohio, a Cleveland suburb, to visit my friend Gerald E. Brookins. "Gerry" owns and operates the largest number of electric trains you'll find on a one-man line anywhere. In fact, it's the world's only trolley museum that is privately owned and operated. It includes 20 or more full-size cars that used to run at speeds up to 70 miles per hour on city streets and/or fast interurban railways.

You can ride these cars almost any summer week-end or holiday afternoon —and occasionally at other times— over the Brookins transit route, known as the Columbia Park & Southwestern, with its two miles of shining steel rails and overhead wires on his 130-acre tract of farm land at Columbia Road in Olmsted Falls.

Seriously interested fans may even be permitted to perform volunteer work on the CP&SW track or overhead or whatever else has to be done. If you are a qualified motorman, as I am, Gerry could probably be persuaded to let you handle the controls on one or more of his cars, but I don't guarantee it. Personally, I get quite a kick out of running those trolleys over the CP&SW. It's a lot more fun than doing the *Transit Topics* department for *Railroad Magazine*.

When the Brookins cars are not in use, they are housed in a huge, well-built, metal barn 350 feet long, amply protected against thieves and vandals.

I asked Gerry the other day how he got started on this hobby and he told me the story. It seems he was born in Canton, Ohio, 50-odd years ago but moved to Cleveland with his family as a small boy and found the trolleys running there endlessly interesting. Those cars made a lasting impression on his receptive mind.

Later, when he grew up and was employed as a musician in an orchestra,

Among the many railroad slang terms for *conductor* is "baby-lifter." Photo of Stephen D. Maguire at the left indicates how this term originated. Mark Brookins, grandson of "Gerry," is looking on. Upper picture, taken on CP&SW opening day in 1962, shows an ex-Veracruz car. In the rear of the car, standing and looking out, is Gerry's wife, Alice.

he became interested in a motorman's daughter, named Alice, who rode the same trolley line to work that he rode. Romance bloomed and he married her.

By that time the Depression had set in. Gerry and Alice went into the trailer-park business on a small scale at Cleveland. In those days, as some of us remember, trailers were too often considered disreputable places in which to live. The Brookins couple ran into hard times. One day in 1942, returning home from the Chicago World's Fair, they got as far east as Elkhart, Indiana, when they found that they had only about a dollar between them. How they managed to get back home and obtain food en route would make a story in itself. Their car ran out of gas just as they reached their home!

Eventually the tide turned, and they managed to eat regularly thereafter. Meanwhile, streetcars had never ceased to fascinate Gerry. Came the day when he read a newspaper report that a local rapid transit line would scrap Ohio's last interurban cars and replace them with new equipment.

"Somebody," he told Alice, "should save some of those cars for posterity, so that future generations can enjoy them as I did when I was a boy, and I guess it's up to me to do it."

Alice agreed. Neither of them knew at the time what they'd do with those cars if they were to get them; but Gerry owned a large tract of land in Olmsted Falls. He could store them there, at least, and maybe operate them later on. The land was then a budding mobile-home area named Columbia Park. Thinking ahead, Gerry visualized those trolleys being used to transport his Park residents from one end of the property to the shopping center at the other end.

After checking scrap prices, Gerry put in a bid for the trolleys; and when the bids were opened he was found, by only $10 a car, to have bought four old interurban trolleys that had begun running in 1923 between Elgin and Aurora, Illinois. He built trackage for storing the four cars next to the shopping center of his Park., on Columbia Road, and had them moved there. Later on, he acquired a few more cars, which he added to those in storage.

Meanwhile, he kept revolving in his mind ways and means of operating his rolling stock. In 1960, learning that Cleveland Transit was taking down its trolley poles and overhead wires and scrapping the rail in its old car yards, he got in touch with company officials and bought enough used material to build a two-mile trolley line.

Filled with excitement at the prospect of making his dreams come true, he hired a contractor to lay the tracks and some Cleveland Transit overhead-wiring experts to put up the wires. Pretty soon his line was completed, reasonably speaking, and he had additional trackage laid into the specially-built barn in which he would keep the cars he already had as well as others he hoped to buy.

Although Gerry had the original idea of building the trolley line on their 130-acre park tract, it is unlikely that he would have completed it without the encouragement and assistance of his wife. Alice not only helped to build the line but often entertained visitors in connection with it. Relatively few women, like Alice, would have been willing to see their husbands spend more than $100,000 on a dream without any assurance that the project would eventually pay off.

But just as they got ready to start service, a small group of local residents living near Columbia Park, opposed the project, filed charges against Gerry Brookins in court for building a trolley line on his property in violation of the zoning code. At the time he bought the 130 acres for a mobile home and shopping site, he had obtained rights to do almost anything he wanted with the property but had forgotten to include permission to run trolleys on the land.

Then followed several heated hearings with municipal officials. Backed by the new voting residents of his Park who now lived there, Gerry Brookins eventually obtained a variance to build and run the cars on his land as he desired, provided he cut back the track 100 feet from Fitch Road at the outer end of the line.

Not long after that, when Gerry and Alice were vacationing in Mexico, they became interested in the Veracruz streetcar system and its antiquated cars, including three open trolleys that were still in service. Entranced by the latter —a type that had long since vanished

from streets in the United States—they bought two of them, right off the streets, and loaded them onto railroad flatcars for shipment to Ohio.

The Mexican public's reaction to this sale closely paralleled the resentment that Britons had felt about 80 years before when P. T. Barnum, the circus king, bought the huge elephant Jumbo from the London Zoo and shipped him to America. Shortly after newspapers had announced the sale of the two summer-type cars, Mr. and Mrs. Brookins were warned to leave the city as fast as they could. A Veracruz paper editorialized:

"It is our civic shame that we should have a foreigner point out that what we thought were junk were really valuable mementos of the past! Now that we have lost two precious relics, it is high time that we in Veracruz establish a Society for the Protection of Our Antiquities."

Early in 1963, learning that the Chicago, Aurora & Elgin, the last high-speed interurban system in the United States, had been abandoned and was going to scrap all of its cars, some of which dated back as far as 1902, Gerry made a quick trip to Chicago on this final chance to add such equipment to his collection. Before leaving the Windy City, the traction "tycoon" from Ohio had bills-of-sale for eight of those cars, including some of the oldest. The four newest CA&E trolleys, built in 1945, were still in almost original condition. They were the last of the type ever built.

Gerry Brookins was elated. Later, he bought a few more specimens, including a real rarity, the private trolley Toledo, which had been built in 1906 for the use of the Toledo Railway & Light Company's president in touring the company's lines. That car is a gem, with interior mahogany paneling, a kitchen, lavatory, and bedrooms, exquisitely designed. For 30 years it had stood on a siding near Lake Erie for the convenience of a retired TR&L president.

The appropriateness of this acquisition by the owner of three separate mobile-home parks (the other two are in Cleveland) is seen in the fact that for years the *Toledo* was actually the mobile home of a rail executive.

Gerald E. Brookins switches for No. 9 and later raises her pole at Fitch Road.
Photos by the author, 1411 River Rd., Belmar, N.J.

One section of the Columbia Park shopping center has been made into a night club for a fashionable restaurant and is equipped with a magnificent pipe organ which Gerry rescued after his only son, Gary, who is an organist as well as a trolley enthusiast, learned that an old theater in Cleveland was planning to scrap it. Gary who got his father to buy the organ and he himself installed it in The Lamplighter Inn, as the night club was called. At first Gerry and Alice operated the Inn, later gave it up to devote more time to their mobile-home business.

E. Jay Quinby fell in love with the pipe organ when I took him out to visit the Brookins setup not long ago. Jay is widely known as the founder and honorary president of the Electric Railroaders' Association and co-operator of a famous, old, stern-wheel steamboat, the *Delta Queen*, which is still in active service. As was pointed out in the personality sketch of E.J.Q. as No. 8 in *Railroad Magazine's* series of *Interesting Railfans*, he has a 1000-pipe organ in his home at Summit, N.J., and both he and his wife play it. So, because of his interest in organs as well as transit lines, I had no difficulty in persuading Jay to visit Columbia Park and it was a joy to witness his enthusiasm there.

Jerry Brookins is a moderately tall man nearing 60, calm and deliberate, and friendly with the many people who visit his CP&SW almost daily. He is exacting, too, especially with the half-dozen employes who work for him.

His daughter-in-law, Lee, helps out by bringing school groups to the park to ride the trolleys, and his two little grandchildren, Mark and Kim, are being brought up as juice fans. Mark, age 7, wears a motorman's uniform patterned after those of the North Shore Line. Mark may well be *Railroad Magazine's* youngest subscriber, having received and apparently enjoyed each issue for the past two years.

The most-recently acquired car in the Brookins menage is the body of a car from the Cleveland & Southwestern, the line on which Alice's father had worked as a motorman. It is being restored.

Trolleyville, U.S.A., is located 17 miles southwest of Cleveland on State Road 252, convenient to the Ohio Turnpike, about midway between exits 9 and 10. Come out and see it some time! Jerry and Alice will be glad to see you. ●

Photographed by the author Aug. 8, 1963

New York Central train passes string of interurban cars (Nos. 451, 36, 319, and 460) en route to the CP&SW but waiting on a siding at Olmsted Falls, Ohio.

Interesting Railfans No. 46

ELWOOD WHITE

by Freeman Hubbard

A favorite type of photo for railfans: No. 16 of Comox Logging & Railway on Nanaimo River bridge in British Columbia.
Photograph by Elwood White in June, 1959

UNLIKE the average railroad buff who prefers mainline trains, Elwood White fell in love with the picturesque logging and mining roads of British Columbia. His specialized knowledge of these roads is great, greater perhaps than that of anyone else. Mining and logging companies contact him for information on their own past operations and old photos, and so does the Provincial government. He can tell you in a flash the numbers and types of locomotives, names of men, changes in company ownership, details of routes, and location of grades.

"In most fields of endeavor you will find at least one person standing head and shoulders above the crowd," writes David Wilkie, Victoria, B. C., "and in the area of logging railroads, which was basically the chief railroading done in this province, El White is *the* authority. I first met him in the caboose cupola of a Canadian National work train in the summer of 1955. We struck up a firm friendship and set about photographing the CN's Cowichan subdivision in its last years of steam. Then we catalogued all of British Columbia's logging and mining roads and their motive power."

Born April 5, 1918, at Victoria on Vancouver Island, our hero grew up near the Esquimalt & Nanaimo Railway. As a small boy he'd go down to the depot Saturday mornings to watch the passenger trains leave on their up-island runs. Often while riding those trains to Nanaimo or Port Alberni he was intrigued by the sights and sounds of busy Shays, Climaxes, and small rod engines on logging and mining lines connecting with the E&N; and thus he developed the specialized interest that has since made him locally famous.

The bulk of his large collection of railroadiana, which threatens to turn his home at 2673 Sooke Road, Victoria, into a museum, pertains to this specialty. Altogether, El White boasts 40 builders' plates, two whistles, and a bell, all from retired steam locomotives. Also a rare trackmen's velocipede, about 7,000 black and white negatives of steam power, 5,000 color slides, and 2,000 feet of good color movies, not to mention his transportation library of 250 books and extensive files of *Railroad Magazine,* model publications, and *Trains.* He enjoys these magazines.

Aside from an uncle braking on the Great Northern, El became the only railroad man in his family tree. But he didn't work at railroading for long. Like most islanders, he loves the sea. His first job, in 1934, was on a troller fishing boat, which paid him one dollar a month and board. His boss was a food faddist. The meals consisted of boiled fish heads, boiled rice with raisins, and Dr. Jackson's health bread. El recalls: "Boy, did I yearn for my mother's apple pie with a wedge of cheese on the side!" Two months of trolling was all he could stand, and he quit with two dollars burning a hole in his pocket.

Not long afterward, merely from a sense of adventure, he and two other teen-age boys hitch-hiked 40 miles north from Victoria to Duncan. When darkness fell in the latter town and nobody offered them a highway ride back home, they went to the E&N Railway yard with the idea of hopping a freight. But no train would go through before midnight and they were hungry. After surreptitiously picking some corn in a farmer's field by moonlight and finding

a large, rusted, tin can, they built a camp fire by the river and boiled and ate the tasty ears.

Returning to the yard, they rejoiced to hear and see a little class 3200 Consolidation chugging in with the southbound freight. The crew did a fair amount of switching at Duncan that night. They kept moving ahead and then backing up to couple into other cars. Several times El thought they were heading out. Each time he'd start running for a car. The engineer, a big-hearted fellow watching this performance, must have sympathized with the youth, for he shouted: "Hold it, sonny! I'll let you know when we are leaving."

He kept his word. At length, when El lunged for the handhold of a tank car, the hogger looked back with a smile and waved at him. Even since then, the subject of this sketch has had a high regard for enginemen.

On the way to Victoria the line ascends to cross Malahat hill, about 1,600 feet elevation, and the three comrades, shivering in the cold wind, made their way to the tender to find relief in the heat wafted back from the engine. When the train stopped at the Malahat water tower, the fireman discovered them huddled out of the wind and said: "Pretty cold here, boys. You'd better ride in the cab before you freeze."

Soon they were on their way again, peering through the engineer's window at the headlight stabbing the darkness. El White was entranced by what he saw, felt, and smelled that night. The firebox flashing its pink glow on the tender and the rhythm of the exhaust cast over the impressionable lad a spell he has never forgotten.

Nearing Victoria, the Canadian National rails curve in to meet the E&N, and the two tracks run parallel for a a short disttance. On this stretch the E&N train met a CN freight dead even and as the two came alongside the E&N engineer quipped, "Shall we race them?" El found it inspiring. The two engines, neck and neck, their fires casting glows, and their headlights beaming on the track ahead, raced side by side until the other train veered away to the north. Dawn was breaking as the E&N engine slowed down for the yard-limit board and hissed to a stop at Victoria. After the stowaways had thanked the engine crew, the kindly hogger, leaning out of his cab window, said in parting, "Don't ever let me catch you fellows riding a bus!"

From 1934 to 1936 El slaved as a bricklayer's helper. Then heeding the sea's call again, he had four happy years on Canadian Pacific coastal ships as a porter and an engine-room wiper. When World War II broke out, he joined the Royal Canadian Navy as a petty officer motor mechanic. Discharged later because of a bum knee, he worked as a mechanic in various diesel shops.

The year 1949 he spent as a Pacific Great Eastern hostler in Squamish—his only railway job. At that time steam was still king of the rails, but he saw the first diesels come to the "Please Go Easy" Railway. If he had stayed there he might well have become an engineer with a lot of seniority. But he took to driving logging trucks instead, and then

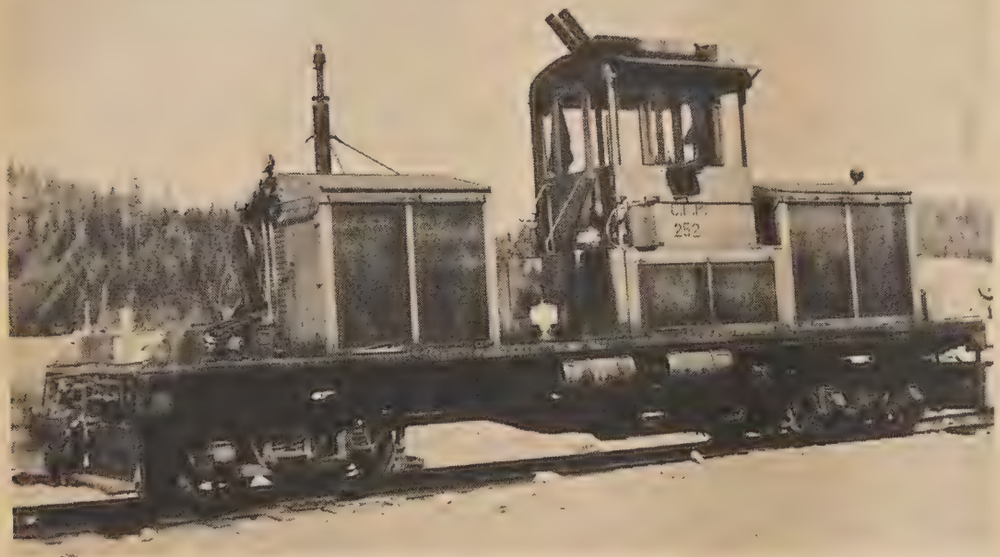
Elwood posed on a loco he likes very much, Canadian Pacific 2863, in 1957.
Photo by Frank C. DeGruchy

buses, and finally heavy equipment, which he is doing today for his country's Department of National Defense (Navy).

During all that time, railways continued to be his main interest. Ned Hanning of Victoria recalls El's typical telephone greeting: "What's new, railwise?" Railfan No. 46 has ridden in many an engine cab and handled the throttle on numerous logging engines, his biggest thrill being at the throttle of a logging 2-6-6-2 on northern Vancouv-

Frank C. DeGruchy, 572 Baxter Ave., Victoria, B.C., Canada

Elwood White adjusts logging handcar. (Right) His family: Robin, Jamie, wife Bunnie, and Shannon, with Siamese cats.



(Top) Canadian Forest Products 98, renumbered 251, was rebuilt from a Lima Shay into a diesel Shay. (Lower) CFP 252 was rebuilt from Canadian National Climax 1505 into a diesel Climax. (Right) CFP 103 crossing Davie Creek trestle in 1956.

All three photos by Elwood White

er Island. He is a good writer and has written feature articles for the Sunday supplements of local newspapers. Also a booklet, *Canadian Forest Products,* and, in collaboration with Dave Wilkie, a little book on *Shays on the Switchbacks* and assisted with another book, *The Cordwood Limited.* Both books were published by the British Columbia Railway Historical Association, which El White helped to found in 1957 and of which he served several terms as president and as vice president.

Shays on the Switchbacks has gone through two 1,000-copy editions and is heading for a third. *The Cordwood Limited,* just out, covers the Victoria & Sidney Railway, a Great Northern subsidiary on Vancouver Island. (See page 53.) El's future plans include writing a full-size history of British Columbia logging roads.

"One of my favorite pastimes is research," he tells us. "Whether I am interviewing people or delving into ancient newspapers, I feel that I am accomplishing something by putting meat on old bones. I am elated to find a helpful old book, magazine, or other railroad item in a used-goods store, a roundhouse, or elsewhere. I like *Railroad Magazine* better than *Trains* largely because it has down-to-earth reading matter, with a definite inclination to tarry in the Steam Age. In short, *Railroad* contains more of the kind of material I enjoy."

Among his other avocations is model railroading. He has won a few awards for scratch-built HO locomotives and still owns two sets of old standard-gage Lionel trains and an abundance of HO tinplate equipment, but no layout. Back in 1939 he learned to fly. Airplanes for many years have fascinated him.

"But not so much today's types," he explains. "Diesels and jet propulsion are for a younger generation, just as I look back on steam locomotives and propellor-type planes. Even so, I don't turn my back entirely on the present. My heart beats a little faster when I see a four-unit diesel chanting a song of power on a steep grade through the Rockies or when I hear the overhead thunder of a passing jet."

Elwood White is a six-footer who holds his weight down to a trim 175 pounds by eating plain food, too few vegetables; keeping active, working in daytime, sleeping at night. He hikes

along old logging railway roadbeds on the island, tracing the grades, armed with maps and a camera, and wanders around the remains of old camp trestles, all the while filling his eyes with gorgeous scenery. He also spends quite a bit of time and labor in keeping three cars on the road, doing his own mechanical work on them.

His preferred sport is swimming. He doesn't care for big-time spectator sporting events, which seem to have lost the individualism of bygone days, nor for TV, except some of the better documentaries. El has a mop of graying hair, sharp hazel eyes, and moves in leisurely fashion. Harvey D. Johnson of Victoria sizes him up as "rugged and deep-voiced, amiable and easy to get along with but quick-tempered on the rare occasions when he is riled. He is uncommonly generous, is a voracious reader and a pipe-smoker. While deep in thought he will furrow his brow and hold his pipe with one hand."

His sister Phyllis recalls that about 30 years ago El had a small band called The Radio Wranglers, in which he played the guitar and sang, mostly Western songs, on a local station, CJVI. His favorite song, is *The Wabash Cannon Ball*. He holds membership in both the BCRHS and the Canadian Aviation Historical Society. His interests include shipping—he has about 5,000 aviation and shipping negatives and slides—and, like the late Lucius Beebe, vintage automobiles. He is rather proud of an old straight 8 Nash which he restored to working order and in which he often takes his family on picnics.

One lucky day in 1946 he met a beautiful, blue-eyed hostess named Miss Bernice Glendinning, nicknamed Bunny, in the restaurant of a hotel where he was staying; and on August 27th of that year he married her. They have two sons, Robin and Jamie, and a daughter, Shannon. "El's traits that impressed me most," Bunny recalls, "were his shyness, his sense of humor,

No. 3671 (2-8-0), last CPR steamer to work in British Columbia: April, 1957.
Both photos by Elwood White

Roundhouse worker cleans CPR Royal Hudson 2862 at Vancouver, B.C., in 1956.

and his slow and easy-going ways."

She, too, has a sense of humor and her laugh is musical. El says: "Bunny has a build like a new Buick, enjoys working in the garden of our one-acre lot, and is so fond of animals that if she had her way the place would look like a zoo. At present we have two Siamese cats and their kittens. I like animals myself, in their proper place. I detest the kind of people who kiss animals or feed them at the table."

Bunny says her husband is inclined to be over-cautious; by taking a chance now and then he'd make better use of his latent ability. Money matters don't interest him. Bunny handles the budgeting and spending for the family. El is punctual. He can get quite angry if someone holds him up unnecessarily, but the anger soon passes. Like his English-born father, he enjoys roast beef well done, Yorkshire pudding, and tea.

"We'd travel overseas," his wife goes on, "if we could afford it. Whenever there are foreign ships in port we go down to see them and often bring home one or two of the men on board. Among them was a Japanese fellow with whom we still correspond."

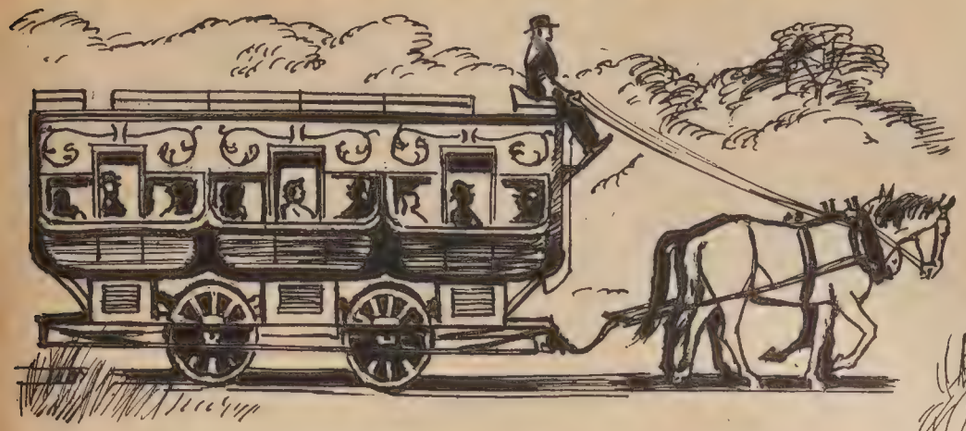
Like most of us, El gets fed up with the routine of daily work. If he could have his way, he would spend the major part of his time researching and interviewing people, mainly on transportation. He is not superstitious but is apprehensive whenever he lies in bed while a high wind is blowing, because he remembers a night long ago when a gale toppled a tree onto the house, inflicting minor damage but no injuries.

"My pet peeves," he says, "include the take-over of Canadian industries and raw materials by the United States and foreign countries. Although it creates money and work for Canadians it also causes huge profits to leave our country. If we'd had strong leaders, it would not have happened. I believe that we as a nation will take Canada back for ourselves in the not-too-distant future."

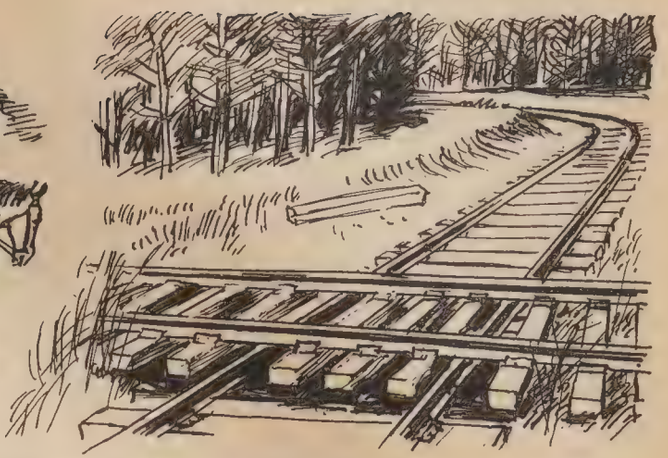
We asked Railfan No. 46 what was the biggest mistake he had ever made. He said: "Not getting enough education to enable myself to live in the manner I am not accustomed to."

ALONG THE IRON PIKE

by Joe Easley



BACK IN 1832, HORSE-DRAWN PASSENGER CARS OPERATED ON THE PENNSYLVANIA RR. TRACKS BETWEEN PHILADELPHIA AND PAOLI.



A WEIRD CROSSOVER. TEMPORARY TRACK WAS BUILT AT SUMMIT, MONTANA, WHILE GREAT NORTHERN WAS LAYING NEW RAILS.
(Drawn from photo sent to Conductor & Brakeman magazine by J. R. Cook, Seattle, Wash.

ILLINOIS CENTRAL COMMUTERS ARRIVING ON PLATFORM OF 211TH STREET STATION SOUTH OF CHICAGO THE OTHER DAY FOUND THAT A GALE HAD BLOWN DOWN ALL OF THE "WARMING HOUSE" EXCEPT WHAT YOU SEE HERE.

JIM CRIMMINS OF EXETER, N.H., SHOWS HOW LONG SOME TIMETABLES USED TO BE. THIS ONE IN HIS COLLECTION WAS ISSUED IN 1889 BY FITCHBURG R R., NOW PART OF B&M.

STANDARD-GAGE TRAIN WITH STEAM DUMMY RAN BETWEEN WARRENSBURG AND PERTLE SPRINGS, MISSOURI, TWO MILES, FOR ABOUT 25 YEARS, BEGINNING IN EARLY 1880'S. JAMES H. CHRISTOPHER BUILT THE LINE. A GREAT-NEPHEW OF HIS, RAY McCORMACK, 119 N. BUHLFARM DRIVE, SHARON, PA. 16146, WHO SENT US AN OLD PHOTO WHICH WE COPIED, WANTS INFO. AND PIX OF THIS RAILROAD.

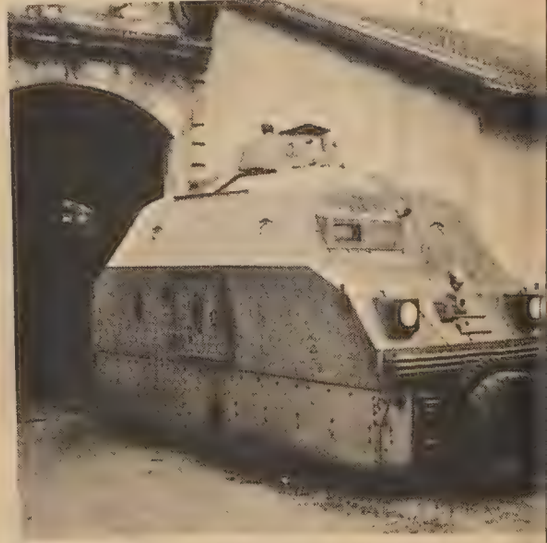
Wooden freight cars on the 794-mile Vietnam Railways, a steam- and diesel-powered meter-gage system opened in 1885.

Waiting for a locomotive to wheel them to the Air Base.

Two old French-built locomotives: Nos. 220-125 and 141-525.

RAILROADING IN VIETNAM

Photographs by Gardner Colman, 3293 Ct. A, Rolling Hills, Wash. 98055.



Oanang scenes: (left) railway crossing and (above) a heavily armored rail car.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Has the number of railroad accidents in the United States risen or fallen in recent years?*

According to ICC figures, the number of railroad accidents of all types increased by 25.6 percent in the period from 1963 to 1965. Actual collisions jumped 22 percent. The Commission does not explain why. However, we know that in 1963, with ICC permission, the railroads began their current practice of eliminating a helper from the cab of road locomotives, which undoubtedly helped to bring about the alarming rise in accidents.

2 *Did any railroad ever have a windowless passenger car?*

Yes. The Milwaukee Road had a "tap-room" car without a window on its early *Hiawathas* so that drinking passengers would not be distracted by the sight of landscape rushing past.

3 *Is it true that some full-time railroaders in the 1890's were paid less than a dollar a day?*

Yes. Old records prove that in 1894, the year of the American Railway Union strike, sometimes called "the Debs Rebellion," many trackmen received from 82 to 90 cents for a ten-hour day of hard work.

4 *On the Union Station at Washington, D. C., is an inscription about the "wealth of the Indies." Who wrote it?*

Charles W. Eliot, at one time president of Harvard University. The lines are: "He that would bring home the wealth of the Indies must carry the wealth of the Indies with him. So it is in travelling—A man must carry knowledge with him if he would bring home knowledge."

5 *What is a "Congo" car? Is it any relation to a Zulu car?*

No. Pennsy trainmen use that word to describe any stainless-steel passenger car. Perhaps some reader can tell us why. Originally it referred to the cars bought in 1951 for the *Congressional Limited:* 74 coaches, 24 parlor cars, and 4 sets of double-unit diners. A *Zulu,* as we have often explained, was a boxcar rented by oldtime Western homesteaders to move a family, their household goods, livestock, and farm equipment, all in the same car. It derived from the Barnum & Bailey Circus car in which a group of warlike Zulus from Africa traveled with their possessions in the United States.

6 *I am looking for a poem, "Wanderlust," by Ernest Glendinning.*

Look no further. Here it is, reprinted from *Hillbilly* magazine:

The train has gone and left me here sitting on a hill.
I watched it come, I watched it go, and I am watching still.
Although I cannot see it now, the train is out of sight,
Vanished into the wide Southwest, into the starlit night.

And I am left here on this spot alone and desolate.
All the trains go rushing by; none of them will wait,
And I must sit forever here, at least it seems that way.

Watching all the trains go by, I think I'm here to stay
Stuck upon a lonely hill, always left behind,
Eternally condemned to go only in my mind.

7 *A Pullman conductor in Florida was unable to explain to a recently widowed passenger why the baggage check for her husband's body in the baggage car read "Via Hell Gate Bridge." Can you?*

Yes. That bridge crosses a narrow waterway connecting Long Island Sound with the East River (which is east of Manhattan, linking the Sound and New York Harbor). It is the normal route of passenger trains between Washington, D.C., and New England via New York's Penn Station. The name "Hell Gate" does not refer, as many people think, to the once-treacherous narrows where many ships were wrecked in the early days before rocks were blasted out to make a safe channel. *Hell* is actually an old Dutch word meaning "pretty," which has a more pleasant connotation for the widow than the common English word.

Built by the New York Connecting Railroad, the bridge is owned equally by the Pennsylvania and New Haven roads, was opened in 1917. The span is 977 feet long and the whole structure with approaches is 3½ miles long, being the second longest steel-arch bridge on earth. The longest is over Sydney Harbor in Australia, with a 1650-foot span. The world's longest, steel-arch *non*-railroad bridge extends over the Kiel van Kull between Staten Island, N.Y., and Bayonne, N.J., two feet longer than the Sydney structure.

8 *Although I read Bill Pennington's article on three-cylindered locomotives (June issue), it is not clear to me how the middle cylinder was connected to the driving wheels. Please explain.*

Bill replies: "Most of those engines had the middle cylinder connected only to the first pair of drivers by a crank. Did you read about the Erie & Wyoming engines which had a crank and six eccentrics on one axle? Even the first experimental 4-8-2's built for the New York Central had the middle rod connected to a crank on the first axle. All subsequent ones, so far as I know, had the crank on the second axle and an offset in the first axle to clear the rod when at the bottom. I can see now that my article should have been illustrated with a few drawings to clarify it."

9 (a) *How many different types of railroad couplers have been used?* (b) *Compare the cost of installing the first automatic couplers with that of installing link-and-pin types in the same period.*

(a) Nobody knows. Perhaps the greatest variety was in the 1890's with 81 different types. Most popular was the Janney, followed by the Gould and the MCB (Master Carbuilders). (b) In the early '90's, when automatics were replacing the link and pin, ICC re-

Harley L. Kelso, contributor to this magazine for 20 years, fired on the Omaha Road, then on the Chicago & North Western, later resigned to go in business in California. He is a railroad writer and a photographer. (See his latest feature article on page 19).

ported that most railroads were slow in making the change. "The first cost," said ICC, "is considerable, from $20 to $25 a car, as against $10 to $15 for the link-and-pin type, and is alone sufficient to deter many roads from adopting them."

10 *Define the "Battle of Britain" type engine, one of which pulled the Churchill funeral train.*

These are 4-6-2's, British Railways class BB, numbered 34049 to 34090. Last month this magazine pictured the one you refer to: No. 34051, named *Winston Churchill*. Weight 86 tons, driving wheels 6'2", cylinders (3) 16½x24", tractive effort 31,050 lbs., and boiler pressure 280 lbs. per square inch.

11 *Tell me about the railroad land grant racket in the U.S. many years ago.*

My friend, you used the wrong word. Land grants were not a "racket." They were business transactions between the Federal Government and a few pioneer railroads in the West. The grants were made to encourage railroad building through undeveloped territory, in order to attract settlers, to enhance land values, to increase the sale of Government-owned lands, and to strengthen and unify the westward-expanding nation, all of which were accomplished.

Railroads were not given the land grants; they had to pay for them through rate reductions. In 1945, Congress repealed the land-grant rate provision, effective October, 1946. It was estimated at that time that the railroad had paid the Government, through rate reductions, ten times the value of the lands at the time they were granted.

12 *When were heating stoves outlawed in passenger cars?*

In 1887 the state legislatures of Michigan, Massachusetts, and New York passed laws making such stoves illegal after the winter of 1886-'87; but the railroads pretty generally ignored these laws, which the ICC did not enforce.

13 *Is it true that trains have crossed frozen rivers over rails and ties laid only on ice?*

Yes, indeed. In the winter of 1851-'52 the Philadelphia, Wilmington & Baltimore (now PRR mainline) ran trains across the frozen Susquehanna River on a roadbed of ice for about a month and a half. This magazine has published pictures of similar operations on the Northern Pacific and a small Canadian railway. In Nov. '64 *Railroad* featured an article, "We Built a Railroad on Top of the World Under the Arctic Ice Cap," telling about a very short standard-gage railroad constructed *into* and *under* a huge ice mass as well as *on* the ice. Before the Delaware & Hudson was built, a railroad spur operated for a brief time on the solid ice of Lake Champlain between Vergennes, Vt., and Port Henry, N.Y. One bitterly cold winter in the 1870's even the lower Hudson River near New York Harbor was frozen hard and many people walked over it between New York and New Jersey, but no rails were laid there.

14 *What finally became of Mt. Washington Cog Railway's first locomotive? I believe she was wrecked years ago.*

That's right, but old *Peppersass* was repaired and is now on display beside Base station at foot of mountain.

15 *Can you give me the words of Willa Cather's poem "Going Home—Burlington Route"?*

Yes, reprinted from her book, *April Twilight and Other Poems,* published in 1923:

How smoothly the trains run beyond the Missouri;
Even in my sleep I know when I have crossed the river.
The wheels turn as if they were glad to go;
They run like running water,
Like Youth, running away . . .
They spin bright along the bright rails,
Singing and humming,
Singing and humming.
They run remembering,
They run rejoicing,
As if they, too, were going home.

Miss Cather, a famous Nebraska poet, winner of the Pulitzer Prize in 1923, also wrote many novels and short stories, with railroad (CB&Q) backgrounds. The Burlington's old Red Cloud depot, which provided the setting for much of her writing, has been preserved as part of the Willa Cather Pioneer Memorial. Her last story, "The Best Years," recalls that magical moment when No. 17, the steampowered *Overland Limited,* whistled in:

The station and the enginehouse were perhaps an eighth of a mile down the hill, and from far away across the meadows the children could hear the whistle. Then came the heavy pants of the locomotive in the frosty air. Then a hissing —then a silence; she was taking water . . . On Saturdays the children were allowed to go down to the depot to see Seventeen come in . . . Yes, they were grand old warriors, those towering locomotives of other days . . . They seemed to mean power, conquest, triumph . . . They set children's hearts beating . . . They were the awakeners of many a dream.

Miss Cather, whose works have been translated into at least 15 languages, wrote the following words in another of her stories: "Thirty or forty years ago . . . it was enough to say of a man that he was 'connected with the Burlington.' "

16 *In what year was the most railroad track laid in U.S.?*

In 1887, more than 13,000 miles.

17 *The Boston & Maine is not big in mileage. How many separate companies became part of it?*

About 180, counting some that received charters but built no track, also recharterings, renamings, etc. It is said that the oldest is the Cheshire Bridge, across the Connecticut River, chartered by King George III of England in 1772. It is still a toll bridge belonging to Springfield Terminal Railway, a B&M wholly-owned subsidiary.

18 *Is there such a thing as an undersea railway tunnel?*

There may be, but we don't know of any. Such a tunnel, 22½ miles long, will be started soon between the islands of Honshu and Hokkaido in northern Japan. For many decades there has been

talk of building a railway and vehicular tunnel under the British Channel between England and France, but it is still in the blueprint stage, subject to military and political objections.

Running Extra

Query from C. T. Svobodny, 1852 Worcester, St. Paul, Minn. 55116: "I have a red celluloid meal-check token bearing on one side the inscription P&RR Co. and 'Schl Canel Transpn line.' Please explain."

Hillard Moss, age 53, was last heard from 20 years ago in Portland, Ore., working as a train porter. Any reader who knows where he is, please tell his sister, Mrs. Roxie Bratcher, 18423 I Drive, Tulare, California.

Information on the late Jimmie Rodgers, the singing brakeman who left a fine legacy of railroad songs, is wanted by R. A. Sommers, 836 N.W. 51st Street, Miami, Fla. 33137.

Now we hear from Joseph Fox, Monomark, BM/EXN, London, W.C.1, England: "You are right in saying that the world's longest railway tunnel is the Simplon, so far as main railways are concerned; but Londoners like to tell visitors that the world's longest is on their own Underground system—London Transport's northern line from East Finchley to Morden via London Bridge, 17 miles, 528 yards. There are stations in the tunnel, and several junctions, but the 'covered way' is unbroken. You might like to have a map of the Greater London network, showing the density of main lines."

This reminds us of the statement that the world's longest boardwalk is not the one in Atlantic City, N.J., but the one paralleling the tracks in Philadelphia's subway system, most of which is used only by employes.

"I have a photo of a head-on collision between Wabash engines 632 and 645 at Bement, Ill.," writes Dennis Smolenski, 504 W. Margaret St., Detroit, Mich. 48203, "and seek details. Also, I want to hear from anyone having pix or info. on the Lackawanna & Wyoming Valley, that ran between Scranton and Wilkes-Barre, Pa. I rode it in 1952, just before passenger service ended."

"My son and I collect lanterns," writes Robert F. Read, Rte. 1, Cushing, Okla. 74023. "The other day we found an old Adams & Westlake lantern with the initials G.V.G.&N. R.R. What road was that?" (Editor's note: Gila Valley, Globe & Northern, now part of Southern Pacific.)

"I understand there are only three 'skew-arch' bridges on earth," states Orville Chase, 127 E. 2nd St., Waterford, Pa. 16441. "A skew bridge has outside parallel arches, not at right angles. That is, they are askew, turned to one side. This principal is often used in concrete bridges today, but to build one of stone requires unusual skill to shape each stone to its skew angles. The stone skew-arch bridge at Silver Creek, N.Y., is believed to have been designed by a French deaf mute. Built in 1868 or '69, it was a great engineering feat. Where is the third one?"

A query by Don Dover (July issue) is answered by C. R. Hendrix, an Indiana Harbor Belt engineer, 626 Cherry St., Hammond, Ind.: "Five railroads intersect at one spot in Griffith, Ind. As a boy I spent much time in the original tower there. We fellows would ride a motor car on the Elgin, Joliet & Eastern to get ice cream at Hobart and then have a party in the tower.

"The following roads intersect at Hammond, all in the same place: the Erie, Monon, NYC, Nickel Plate, IHB, and C&O. Half a mile or so to the north is State Line tower, which I've been told is the world's biggest interlocking plant. It serves the Monon, Erie, C&O, NKP, IHB, B&O, South Shore, EJ&E, Pennsy, and Belt Ry. of Chicago."

"The Red and the Green," a poem we reprinted recently, may be heard on P-310, an old 78 rpm record album by Hank Snow, No. 20-4096-A, under the title "The Engineer's Child," by Neal-Andrews-King, reports Robert Anderson, 20 Heine Ave., Meridian, Conn.

Wanted by David A. Fishbel, R.R. 1, Box 20, Whiteland, Ind. 46184: info. on the Illinois Central steam train accident at the bridge near Olive Branch Road and the one about 2½ miles north of Bargesville, Ind., dates unknown.

General Railway Signal Company

Ribbon-cutting ceremony inaugurates Rochester Railroad Association's third annual open house. Shown here are (left to right) Lou Williams, Erie-Lackawanna; James Collette, Lehigh Valley; Mayor Frank Lamb; Vicki Williams, who is "Miss Rochester Railroad Association, 1966", and Bob Bailey of the Southern Railway.

Air- and Hand-Brakes

Air-brake question by Harry Wagner (July issue) evoked this comment from D. L. Davison, Union Pacific engineer, 6419 S.E. 72nd Ave., Portland, Ore. 97206: "Although the ICC gave the railroads two years to convert to AB type brakes, nothing in the order said the roads had to change hand-brakes to a gear type such as Ajax or Miner. When a car with a stem-winder on it is rebuilt, it must be equipped with a gear brake before it leaves the shop. Some stem-winders have a small gear on the lower end of the staff, which turns a larger gear, thus giving more stopping power (we hope).

"I began reading your magazine in December, 1929. Since then it has gone down in quality and up in price. One point in your favor: you are not anti-labor."

Another locomotive engineer answering Mr. Wagner is our old friend Warren B. Crater of the Jersey Central, 270 W. Colfax Ave., Roselle Park, N.J., who writes: "There is no fixed rule requiring a particular type of hand-brake on cars in interchange service as there is requiring such cars to have the AB air-brake. Observation reveals that many of the older cars converted to AB still sport the old upright brake-wheels. All those built with AB have hand-brakes of an improved gear type.

"Some of these appear to be the old staff-brake, but look under the running board and you will find a gear reduction of ratio probably equal to that of the well-known Ajax. My reason for this remark was a 20,000-gallon tank car built new in 1964; naturally I wondered, just as Mr. W. did, about that staff hand-brake. Now that I know, it is easy to note casually that the chain runs into the gear housing, whereas on the old brake it winds up on the brake-staff itself.

"This may be the answer to his comments on switches. Many of the newer switch-frogs have a flange cast on the outside, extending about 2 inches above the railhead, to prevent wheels from following the diverging flangeway, thus making the usual guard-rail unnecessary. There is a recognizable economy in this type of switch-frog, which many roads, including the Jersey Central, use only in yard trackage."

A third hogger discussing this subject is another longtime friend of ours, the Western Pacific's Bill Pennington, P.O. Box 478, Portola, Calif.: "The 1943 issue of *Car Builder's Cyclopedia* showed the older type of staff hand-brakes along with various power hand-brakes. Of the vertical wheel-power hand-brakes the most popular ones are the *Miner*, made by W. H. Miner, Inc.; the *Ajax*, made by Ajax Hand Brake Co.; the *Champion*, made by Champion Brake Corp.; the *Superior*, made by Superior Hand Brake Co.; and the Equipco, made by Union Asbestos & Rubber Co., all of Chicago; and the *Peacock*, made by National Brake Co., New York.

"I doubt that new cars are being equipped with staff-brakes, except for one design by Superior, used mostly on flatcars. The staff is a square rod, so fashioned as to be lowered flush with the car deck."

Users of Camelbacks

The most comprehensive list we have ever seen of railroads and other companies which used double-cab locomotives, commonly called Camelbacks or Mother Hubbards, was prepared by a railfan with a specialized knowledge of this subject: Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138. He lists more than 100 companies. Additions and corrections that readers may send us will appear in future issues. Here is Warren's list:

Atlantic City RR. (4-4-0's, 4-6-2's); Atlas Portland Cement Co. (0-6-0's); American Car & Foundry (ex-DL&W 0-6-0).

Baltimore & Harrisburg (Baldwin 4-4-0); Baltimore & Ohio (Baldwin 0-6-0's, one 4-4-0, and many 2-8-0's, including some B&O shop-rebuilds); E. & G. Brook Iron Co. (ex-Reading 0-4-0 No. 1187).

Canadian National (ex-D&H 2-8-0); Canadian Pacific (Richmond-built 2-8-0 No. 5 and CP shop-built 4-6-0's); Central RR. of New Jersey (many 0-6-0's, 0-8-0's, 2-6-0's, 2-8-0's 4-4-0's, 4-6-0's, 4-8-0's, 4-4-2's); Chicago & Eastern Illinois (a few Pittsburgh-built 4-8-0's, some Baldwin 0-6-0's, 2-8-0's, 4-4-0's, 4-6-0's); Chicago & Indiana Coal Ry. (0-6-0's, 4-4-0's, 4-6-0's, 2-8-0's, all Baldwin); Chicago, Rock Island & Pacific (about 10 Baldwin 2-8-0's); Colorado Fuel & Iron (ex-Reading 0-4-0 No. 1187); Conquista Coal Ry., Mexico (one 0-8-0, one 4-6-0, both Baldwin); Cayuga & Susquehanna (one 4-4-0); Crane RR. (one Baldwin 0-6-0); Choctaw, Oklahoma & Gulf (Baldwin 2-8-0's).

Delaware & Hudson Canal Co. (4-4-0's, 4-6-0's, 0-8-0's, 2-6-0's, 2-8-0's, and 0-6-0's); Delaware & Hudson RR. (4-4-0's, 4-6-0's, 0-6-0's, 2-6-0's, 2-8-0's); Delaware, Lackawanna & Western (4-4-0's, 4-6-0's, 4-8-0's, 0-6-0's, 0-8-0's, 2-6-0's, 2-8-0's); Delaware, Susquehanna & Schuylkill (one 4-4-0, one 2-8-0, some 2-6-0's); Delaware Valley (ex-DL&W 4-4-0); DuPont (ex-Reading 0-4-0 No. 1195).

Eames Vacuum Brake Co. (bought Phila. & Reading 4-2-2 No. 507 with Wootten firebox when P&R could not pay for her); Edison Portland Cement Co. (ex-DL&W 2-6-0); East Conshohocken Stone Quarry Co. (ex-P&R 0-4-0T with Wootten firebox); Erie (2-6-0, 2-8-0, 2-10-0, 4-4-0, 4-6-0, 4-4-2, and 0-8-8-0 types); Erie & Wyoming Valley (2-6-0's, 2-8-0's, one 4-6-0).

Fernwood, Columbia & Gulf (one 2-8-0); Ferrocarril Carbonifero de Coahuila, owned by Mexican & Coke (one 2-8-0); Ferrocarril Carbonifero de Sonora (one 4-6-0 No. 18, later SP became No. 2282).

Georgia Northern (Baldwin 2-8-0 Vauclain Compound woodburner No. 4).

Harleigh & Brookwood Coal Co. (one ex-P&R 2-8-0); Hecla & Torch Lake (one Baldwin 2-8-0, 49" gage).

Ironton (two ex-Reading 2-8-0's).

Kunzer Iron & Steel Co. (ex-Reading 0-4-0).

Lackawanna Iron & Steel Co. (one Baldwin 2-8-0, 3-ft. gage); Lehigh Coal & Navigation Co. (one 4-4-0, some 2-8-0's); Lehigh & Hudson River (2-8-0's, 2-6-0's, 4-6-0's, 4-4-0's); Lehigh & New England (2-8-0's, 4-4-0's, one 0-6-0, one 0-8-0); Lehigh Navigation & Coal Co. (one or two 2-8-0's); Lehigh & Wilkes-Barre (one 2-8-0); Lehigh Valley (0-6-0, 0-8-0, 2-6-0, 2-8-0, 4-4-0, 4-6-0, 4-4-2, 4-8-0, 4-6-2, 2-6-2, and 2-8-2 types); Long Island 2-8-0's, 4-4-0's, 4-6-0's, three ex-Pennsy 4-4-2's).

Maine Central (0-6-0's); Middletown & Unionville (one 4-4-0, one 4-6-0); Midland Valley (one Baldwin 2-8-00; Missouri-Kansas-Texas (few 2-8-0's); Mexican International (one 0-8-0, one 2-8-0, one 4-6-0); McConnell Stoker Co. (ex-DL&W 0-6-0); Moore Lumber Co., Florida (ex-DL&W 2-6-0); Moosic Mountain Ry., Mt. Jessip Coal Co. (ex-DL&W 2-6-0 No. 23); Maine Central (0-6-0's).

Nashville, Chattanooga & St. Louis (about 10 Baldwin 2-8-0's); National of Mexico (one 0-8-0, one 2-8-0, one 4-6-0); New Jersey & New York (2-6-0 No. 10); New Jersey Southern (one 4-4-0); New York, Lake Erie & Western (2-6-0's, 2-8-0's, 2-10-0's, 4-6-0's); New York, Ontario & Western (0-6-0's, 2-6-0's, 4-4-0's, 4-6-0's, 2-8-0's); New York, Susquehanna & Western (2-6-0's, 2-8-0's, 4-4-0's, 4-6-0's); Norfolk & Western (one Richmond-built 2-6-2); National Storage or National Docks (one ex-LV 0-6-0); New Jersey Turnpike contractor (bought CNJ 0-6-0 No. 93).

Panther Creek RR. (2-8-0 No. 26, "L. Co. N. Co." lettered on tender); Penn Coal Co. (2-6-0's, 2-8-0's); Pennsylvania (three 4-4-2's, built by Altoona in 1899, sent to LIRR in 1904); Phila. & Conshohocken Stone Quarry Co. (ex-P&R 0-4-0 and No. 2 0-4-0T with Wootten firebox; Phila. & Reading (0-4-0, 0-6-0, 0-10-0, 2-6-0, 2-8-0, 4-2-2, 4-6-0, 4-4-2, and 4-4-2 types); Phila. & Reading Coal & Iron Co. (0-6-0's, 2-8-0's); Phila. & Seashore (4-4-0's).

Quebec, Montreal & Southern (ex-D&H 2-8-0); Quakertown & Bethlehem (ex-P&R 4-6-0 No. 470).

Railway & Locomotive Historical Society (was given DL&W 4-4-0 No. 952, later gave it to St. Louis Museum of Transportation); Reading & Columbia (one 0-6-0); Reading Co. (0-4-0, 0-6-0, 0-8-0, 2-8-0, 4-4-0, 4-6-0, and 4-4-2 types); Reading Iron Co. (0-4-0 No. 1); Roundhouse Museum, B&O (CNJ 4-4-2 No. 597); Rockaway Valley (Baldwin 2-8-0 No. 5).

Scranton Coal Co. (2-6-0 No. 100, later went to NYO&W); Scranton, Dunmore & Mossic Lake (2 ex-DL&W 4-6-0's, 0-8-0 named "Dunmore"); Scranton & Wilkes-Barre (2-8-0's); South Jersey RR. (4-4-0's); Southern Pacific (4-6-0 No. 2282, was FCC de Sonora No. 18); Staten Island Rapid Transit (4-4-0, 2-8-0, 0-6-0); Strasburg Rail Road (ex-Reading 0-4-0 No. 1187, CF&I Co. No. 4); Southern Iron & Equipment Co. (ex-Reading 0-4-0 No. 1155, later used in Cuban sugar industry); St. Louis Museum of Transportation (ex-DL&W 4-4-0 No. 952, presented by R&LHS); Syracuse, Binghamton & New York (one 4-4-0, two 0-6-0's); Susquehanna Connecting RR. (4-4-0's and 2-6-0's, which went later to NYS&W).

Texas Central (ex-Georgia Northern 2-8-0 No. 4, later rebuilt to conventional 2-8-0 and sent to M-K-T).

Unadilla Valley (2-ex NYO&W 2-6-0's); Union Pacific (ten 4-4-0's, ten 2-8-0's); Universal Atlas Cement Co. (0-6-0's).

Virginia Anthracite Coal & Ry. Co. (one Richmond-built 2-6-2, later became N&W 2nd 93).

Western Maryland (two 4-4-0's rebuilt to Camelbacks Nos. 50, 51); Wheeling & Lake Erie (3 Cooke-built 4-6-0's); Wickwire Spencer name was lettered on CF&I ex-Reading 0-4-0 No. 1187); Wilson & Co., second-hand dealer (ex-P&R 0-6-0); Wilmington Northern (Baldwin 0-6-0, later became P&R No. 1307); Williamsport & North Branch (2-8-0's, 4-4-0's, two ex-Reading 2-8-0's). •

Clinton T. Andrews, 4231 S.W. 39th St., West Hollywood, Fla. 33023

Typical of many Delaware & Hudson Camelbacks was this American type, No. 450.

Steve Maguire's

TRANSIT TOPICS

Stephen D. Maguire

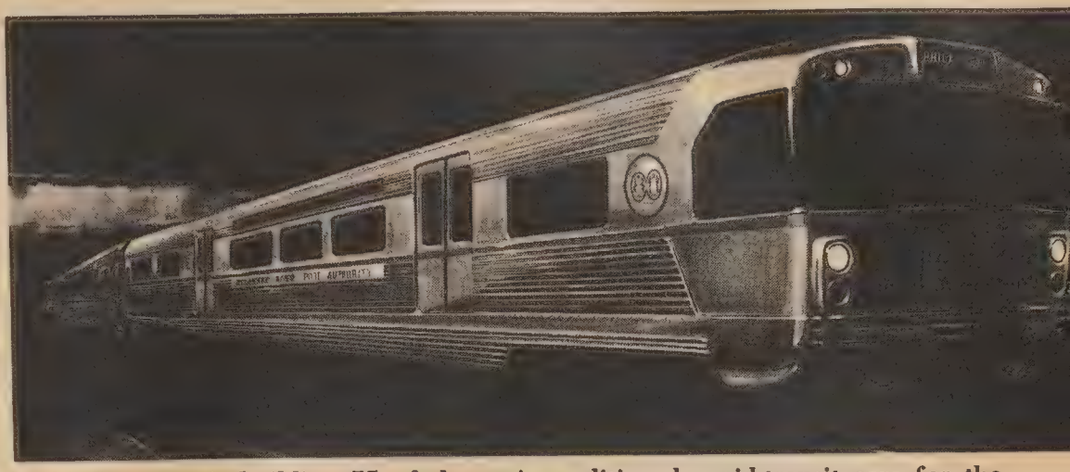
CALIFORNIA Legislature has approved a bill that may provide the South California Rapid Transit District with funds for preliminary planning and engineering on its proposed 64-mile rail system in the Los Angeles area. The allotted $3.9 million will finance only the preliminary work. Within 2½ years the voters may be asked to approve the transit system that, it is hoped, will lure thousands of commuters away from the freeways jammed during rush hours.

To accomplish this, 60 percent of the voters must approve, in which case the system's first four lines, including a subway under Wilshire Boulevard, would cost about $800 million. Later extensions would provide a 120-mile transit system at total cost of about $2 billion.

The original routes, not counting Wilshire subway, would run first to El Monte, Van Nuys, and Long Beach. Extensions also would follow abandoned Pacific Electric interurban routes, to Santa Monica, Redondo, Pomona, Monrovia, and the San Fernando area. The big *if*, of course, is whether or not the highway-oriented residents of the area are sufficiently fed up with auto congestion to vote to tax themselves for the badly-needed transit lines.

NOW 20¢ but *may* rise again, to 25, nobody knows when: that's the situation with New York subway, el and bus fares. Some riders, caught short by the increase July 5, are hoarding tokens on the chance of another fare boost. Many began hoarding before July 5, but the Transit Authority let them get away with it because of the huge cost that would be involved in making a complete new token supply. The fare rise involves 6 million daily rides. Chock Full o' Nuts Corp. is paying the additional fare cost to all employes of its 34 luncheonettes who earn $5,000 a year or less.

SEVENTY-FIVE new, air-conditioned, rapid-transit cars for the Delaware River Port Authority's new line from Philadelphia to Lindenwold, N.J., will be built by Budd Company at a cost of $13,699,292. There will be 50 paired cars and 25 single units, the latter being for light, off-peak use when only a single car is needed. Each will be 65 feet long and seat up to 80 persons.



Budd Company is building 75 of these air-conditioned rapid-transit cars for the Delaware River Port Authority's new line from Philadelphia to Lindenwold, N.J.

According to Thomas Harper, 6066 Reinhart St., Philadelphia 19142, who sent us this news, other bids have been accepted for signals and right-of-way construction. Possibly the new line tieing in with the big city's subway system will begin operation by late summer of 1968.

Meanwhile, the Budd Company is defending a suit brought by the City and the Philadelphia Transportation Co. for $1½ million damages for allegedly defective gear units in the 270 new rapid-transit cars built in 1959. Budd replaced the units with reconstructed ones at its own expense, but the City and PTC claim the new parts also are faulty.

IN A SURPRISE and stunning reversal, Pennsylvania state authorities suddenly agreed to discontinue the Ardmore trolley line of Philadelphia Suburban Transportation Co. The State Highway Department, Haverford township, and a group of civic-minded residents tried in vain to keep the Red Arrow trolleys running, we learn from Stephen J. Hoffman, 10801 Stevens Rd., Philadelphia 19116, but the Public Utility Commission decided that the change could be made "with little or no inconvenience to the public."

The abandonment is likely to occur even before you read these words. The private right-of-way will be paved for PST buses supplanting the rail cars, thus taking the buses off public streets in some heavily congested areas. At the same time, reports Andrew Maginnis, 38 Harvey St., Philadelphia, most of the trackage on West Chester Pike's center strip, formerly used by trolleys on the 5-mile fast run to West Chester, will be removed and the roadway widened.

Llanerch's trolley barns and yards will be closed and a new car barn built adjoining the Norristown line's 72nd Street shops in Upper Darby. A track connection will take the cars from the new barn for only two blocks down West Chester Pike en route to 69th St. Terminal.

RUMORS that the Toronto Transportation Co. has been considering a 6-mile streetcar extension on railroad and Hydro rights-of-way from the St. Clair terminus of the Bloor-Danforth subway line to Markham Road near Sheppard Avenue, have been confirmed, but the TCC has decided *not* to build

the line. This bad news comes from John H. Bromley's *Traction Topics* section in *Newsletter,* the monthly publication of Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ontario.

"MONORAILS are pretty, exciting, and all that, but are costly, and expensive to maintain, and inefficient," according to Thomas B. Reitz, chairman of Suburban Towns Area Rapid Transit (START), a group working with the Planning Committee of the Buffalo-Niagara Falls area, addressing the American Transit Association convention in Denver, Colorado.

"Does anybody here still operate trolley-buses?" a member asked.

"We do," replied W. W. Owens, executive vice president of City Transit Co., Dayton, Ohio, "and what's more, I think we are far ahead of the rest of you."

A few heads turned as the outspoken Owen got up and left the room. Owen said later he was "sick and tired" of other transit people knocking Dayton's trolley buses. "Maybe they don't want to operate trolley-buses, but we think they are the best thing around, and I wish they'd leave us alone."

Owen added that a few years ago a prominent Cleveland Transit official told reporters from Dayton newspapers that Dayton would follow Cleveland in converting from trolley-buses to diesel coaches within one year.

"That was 1962 or '63," said Owen. "Well, it's been more than a year. As far as I am concerned, we'll be operating trolley-buses 20 years from now."

He also expressed a point of view very seldom heard in transit circles in recent years: "The trolley-bus may be coming back. I think the industry is going to take a look at the trolley-bus for the third time, because there will be increasing pressure from the Federal Government to stop this terrible air pollution."

He said that if and when Federal authorities begin a crackdown, the public will demand that "those smelly old diesel buses be junked." Owen then predicted that General Motors would come out with a gas-turbine bus which would be fumeless. "Those companies which have just bought the latest GMC's will have millions of dollars in obsolete equipment."

Owen is serious about the future of the trolley-bus in Dayton. He asked a reporter: "Know where I can pick up some poles, feeder cable, trolley wire, etc.? We plan some extensions and I can't get the equipment."

This ATA convention story comes from Paul W. Weyrich, 415 W. 45th Place, Wheat Ridge, Colo. 80033, who adds that Dallas will lose its trolley-buses this fall and that St. Joseph, Mo., and Boston, Mass., which are now using such equipment, plan to convert to diesel buses as soon as they arrive.

ONE morning, January 9, 1920, while Joseph McLean of the Seven Oaks Dairy Company, Somerville, Mass., was delivering milk in Boston's South End, his horse developed ideas of its own. McLean returned to find both horse and wagon gone. In vain he searched for two hours before returning to Somerville to report his loss.

Meanwhile, Dobbin had wondered with the wagon to the Pleasant Street entrance of Tremont Street Subway. Disregarding block signals, he continued on into the subway and up to the Boylston Street station. Bewildered "El" patrons dropped their morning newspapers in amazement. Then two dozen or more dashed out of cars and down the tracks to stop the runaway. Eventually a guard seized the bridle. The horse was driven to Park Street station, as it was impossible to turn the rig around at Boylston Street.

Several guards then escorted the horse back to Pleasant Street. The milk was unloaded from the wagon at Park Street and sent upstairs to another wagon owned by the milk company. The original wagon was then put on a flatcar and taken out of the subway that night.

The foregoing item, condensed by Peter Folger from old newspaper clippings, was printed in *Trolley Museum Dispatch,* the monthly publication of Seashore Electric Ry., Kennebunkport, Maine.

Dave Bunge, 3027 Chesterfield Court, Columbus, Ohio.

Ohio Railway Museum at Worthington: passengers are riding past a retired Norfolk & Western locomotive in ex-Ohio Public Service car No. 21 (Niles, 1903).

Overseas News

OUTER portion of the Manx Electric Railway from Laxey to Ramsey on the Isle of Man may be abandoned this winter, laments W. J. Wyse, 27 Lexton Gardens, London, S.W. 12, England. This is Great Britain's last interurban electric line; its cars date back to the 1890's. The 3-foot-gage railway has been primarily a summer tourist attraction, with only skeleton service in winter, over its 18-mile route between Douglas and Ramsey.

Governmental recommendations that may close the outer ten miles also call for abandonment of the steam-operated Isle of Man Railway line, retaining only the portion between Douglas and Peel for operation.

Mr. Wyse says MER's more interesting trolley trackage is still safe, as is the Snaefell Mountain Ry., which ascends 3000 feet up the mountain at Laxey under trolley wire and gives a superb view of the British Isles and Ireland from the summit. Since the official recommendations are usually followed, he advises North Americans who want to see the entire Manx Electric line operating to go there this season.

THE LAST trolleys operated on rails in Peking, China, are being replaced by trolley-buses manufactured in China, reports Ralph Kerchum, 4350 Bridgeview Drive, Oakland, Calif. 94602. He says Peking's first trolleys ran in 1924 but recently only one line 4 miles long was operating. Peking is now served by 1600 buses and trolley-buses on 120 different routes.

Ralph also tells us that the trolleys in Asuncion,Paraguay, which we reported in our July issue as *officially* abandoned but still actually in service, were running at least as recently as last May. In talking with employes at the barns, Ed Planer (a friend of Ralph's) learned that Dictator Stroessner had decided to keep them operating and ordered them to be repainted.

SEOUL, KOREA, is gradually losing its streetcars, states *The Korea Herald* for June 12th, a copy of which was sent to us by MSgt. M. M. Meerse, HQ EUSA Sp Tps (10), APO SAN FRANCISCO 93601. The trolleys are used by about 700,000 of the capital's three million inhabitants, mostly students and others in low-income brackets, who pay a 2½-won fare, whatever that is, while buses charge 8 won a ride and jitneys 15 won. But traffic jams have caused the city officials to order the gradual discarding of the trolleys.

Seoul's first electric streetcars, dating back to 1898, were of the California type, built in the United States. They served the 200,000 population which the city then had, in the days when a king ruled Korea, but at first the natives boycotted the cars as a modernization contrary to Oriental ideals. Just two months after the service started, one car killed a child, causing a riot in which it was burned. Eventually the cars were accepted. Seoul has a sizeable system today, including cars from Atlanta and Los Angeles.

Japan: most of Nagasaki's trolley cars are built of metal. This one is wooden.
J. W. Swanberg, RFD 3, Taunton Station, Newtown, Conn.

New Electric Publications

One Hundred Years of the Berlin Trams, by Peter J. Walker, has 84 pages, 6x9″, illustrated, soft cover, staple binding, maps, and diagrams. Besides its detailed tram story, this fine little book has a useful Visitor's Guide to the German city. It contains system maps from the first line to the present. There are now two systems because of the city itself being divided.

One of the earliest experimenters in electric traction, Werner von Siemens, built the world's first electric locomotive, which regularly pulled trains to and from the Berlin World's Fair of 1879. Then on May 16, 1881, regular public service began on a new line at Lichterfelde, now part of West Berlin. Although the East Berlin tram lines are sizeable, the non-Communist western section today has only 5 routes, all of them slated for abandonment by 1968.

Walker's book is a bargain at $1 from Light Railway Transport League, 2 Dalmally Rd., Addiscombe, Croydon, Surrey, England.

A 10-page illustrated history of the *Elmira, Corning & Waverly Railway*, by Shelden S. King, ran in the recent June issue of *The Chemung Historical Journal*. Controlled by the Erie Railroad, that interurban line was originally intended to run between Hornell and Binghamton, N.Y. During its entire career from 1907 to 1931 it owned only 12 cars. Copies of the *Journal* containing this story can be had for 50¢ from Jerome Maltby, Chemung County Historical Center, 304 William St., Elmira, N.Y. 14901.

History of the Lehigh Valley Transit Company, 100 pages, 6x9″, illustrated, spiral binding, is the long-awaited account of a traction line that operated various routes, from short city lines to high-speed interurbans. Since the line lasted well after the time when most trolleys were gone, many fans will welcome its story from early days to the end of rail service in 1953. Included are numerous rare old photos from the collection of the late Howard P. Sell. Copies are available at $2 each from Randolph L. Kulp, 602 St. John St., Allentown, Pa. 18103. •

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Lehigh Valley Transit car, 1100 series, rolling through Easton, Pa., in 1940.

LVT 214 on Northampton trestle line.

OWSLEY AND THE 1601

EVEN before Jake Owsley came to Big Cloud and the Hill Division he was a railroad man. Yes, even before the Hill Division had advanced to the blueprint stage, before steel had begun to spider-web the stubborn Canadian Rockies. Owsley was an engineer from the East. He was comparatively young, thirty or so, when they broke ground at Big Cloud for a start toward the western goal through the mighty range.

Inch by inch and foot by foot, his ballast cars, boxes, and flats followed the construction gangs as they burrowed and blasted and trestled their way along. First through every cut, first through every tunnel shorn in the bitter gray rock of the mountain sides, nosed the pilot of Jake Owsley's engine.

Day in, day out, month in, month out, they kept at it until the years went by and they were through the Rockies, with the coast and the blue Pacific in sight.

When the roughest part of the work was over, and in the hysteria of cele-

bration, the toll of lives, the hardships, and the cost were forgotten for the moment. The directors and their guests crowded Owsley's cab and perched on running boards and footplates till you could hardly see the bunting they'd draped the engine with, and the mahogany coaches behind looked like striped sticks of candy on account of more bunting. Later, Jake Owsley was at the throttle for the first through run over the Hill Division.

Then other years went by. The steel was shaken down into the permanent right-of-way that is an engineering marvel today, and Owsley still held a throttle on a through run. He just kept growing a little older, that was all. Steadier than the younger men, wise in experience, Owsley loved his engine like the love of a man for a woman.

Now that he was handling the *Imperial Limited,* his engine was a big, powerful, 1600-class racer, with four pairs of massive drivers that took the curves with the grace of a circling bird, that laughed at anything lower than a one percent grade and eagerly tackled two and a half.

Owsley and the 1601, right from the start, clipped fifty-five minutes off the running time of the *Limited* through the Rockies, where before it had been nip and tuck to make the old schedule anywhere near the dot.

For three years it was Owsley and the 1601; for three years east and west through the mountains and a smile in the roundhouse at him as he nursed and cuddled and groomed his big flyer, in from a run.

Straight and upright as a young sapling at fifty-odd, he moved through the gangway with a swing that the younger men tried to imitate. His hair was somewhat grizzled; his eyes gray and steady, and his little beard, once brown, was now gray in streaks. He was a slim man, overalled and jumpered, with greasy, peaked cap—and wifeless, without kith or kin.

Owsley was the star boarder at Mrs. McCann's short-order house on Railroad Avenue. Everybody on the division knew him and liked him, down to the last Polish gandy dancer.

WERE it not for the insurmountable obstacles that Nature had seen fit to place there—the bed of the Glacier River on one side and a sheer rock base of mountain on the other—Elbow Bend would have been a black mark against the record of the engineering corps that built the station. Speaking generally, it's not good railroad practice to put a depot on a curve, when it can be avoided.

And yet the curve wasn't entirely to

fiction story by Frank L. Packard

blame for what happened one night. Jake Owsley had a patched eye that night from a bit of steel that had got into it in the afternoon. Nothing serious, but a patch was needed to keep out the cold and wind.

It was the eastbound run. To make up for loss of time due to a slow order over new construction work, the 1601 was hitting a pretty fast clip as Owsley whistled for Elbow Bend. He checked a little as he nosed the curve—the *Imperial Limited* made no stop at Elbow Bend. Then, as the 1601 got her footing on the long bend, he opened her out again. Exhaust from her short, stubby stack echoed through the mountains like the play of artillery.

The light of the west-end siding switch flashed by like a scintillating gem in the darkness. Tim Brannigan, the fireman, opened his firebox door, shooting the cab and the heavens full of leaping fiery red, and swung to the tender for a shovelful of coal.

Owsley crouched a little forward in his seat. His body was braced against the cant of the engine on the curve and he peered ahead through the cab glass.

Came the station lights, the black bulk of a locomotive, cascading steam from her safety, on the siding. Then with thundering reverberation the 1601 began to sweep past a long, curving line of boxcars, flats, and gondolas, the end of which Owsley could not see on account of the curve.

The aging hogger relaxed a little. That was right: Extra No. 49 west was to cross him at Elbow Bend. She was on the siding as she should be. His headlight, streaming out at a tangent to the curve, played its ray along the sides of the string of freights, now edging a boxcar roof, now opening a hole to the gray rock of the cut when a flat or two intervened.

Then, quick as doom, with a yell from the fireman ringing in his ears, Owsley flung his arm forward, jamming the throttle shut, while his other hand grabbed at the "air."

He had seen it, too. A figure with arms waving frantically, for a fleeting second, was strangely silhouetted in the dancing headlight's glare on the top of a boxcar.

A wild shout reached the men in the cab as they roared by. Then came the grind and scream of brake-shoes as the air went on in the face of a queer obstructing blackness dead ahead. Owsley knew now it was too late.

"She ain't in the clear!" Tim Brannigan screamed. "It's a swipe!"

He took a flying leap through the offside gangway, landing on the cinders.

Owsley just sat there, grim-faced and tight-lipped. He waited with clear head, quick brain, doing what he could to lessen the disaster, as forty years had schooled him to face emergency. For forty years his record had been as clean as the day he started as a kid calling train crews back East in a little division town on the Pennsy.

The headlight caught it now as the rear cars of the freight crawled frantically from the main line to the siding. A pitiful yellow from the caboose cupola, the light from below, filtered up through the windows. These details were seared into Owsley's brain in a horrible, fascinating way.

SUDDENLY the front of the caboose seemed to leap at the 1601, rising in the air and hurling itself at the straining engine. There was a terrific crash and the groan and rend of timber as the crummy went to matchwood. Debris hurtled along the running boards, shattering the cab glass in flying splinters. Owsley dropped like a log where he stood.

The pony truck caught the tongue of the open switch. With a vicious lurch, the 1601 wrenched loose from her string of coaches, staggered a few yards along the ties, and turned turtle in the ditch.

It was a bad spill but might have been worse, a great deal worse. A boxcar and the caboose went to the junk heap, and the 1601 to the shops for repair. Nobody was hurt except Jake Owsley.

But they couldn't make head or tail of the cause. The main line had been clear at the west end of the siding, and the switch was right; everybody agreed on that.

The operator at Elbow Bend swore that he had shown his red and that it was still showing when the *Imperial Limited* swept by. He said he knew it was going to be a close shave whether the freight, a little late and crowding the *Limited's* running time, would be clear of the main stem without delaying the express, and he had shown his red even before he heard her whistle.

The engine and train crew of Extra No. 49 west backed up the operator: the red was showing. Tim Brannigan, the fireman, didn't count as a witness. The only light he'd seen at all was the west end switch light. The curve had hidden anything ahead until after he'd pulled his door and turned to the tender for coal, and by then they were past the station.

Owsley, badly smashed up and in be down in Mrs. McCann's place, talke kind of queer when he got around t where he could talk at all. They aske him what color light the station sema phore was showing, and Owsley saic "White as the moon." They weren quite sure he understood what the were driving at.

For a week that's all they could mak out of it. Then one day, with Tomm Regan, the fat-paunched little maste mechanic, in confab with Superintenc ent Royal Carleton, the solution cam more by chance than anything else.

"Damned if I know what to say" h growled. "Ordinarily six men's word would be the end of it, but Owsley's th best man who ever latched a throttle i our cabs, and for twenty years his rec ord's cleaner than a baby's. What h says now don't count, because he ain right yet. You can't get away from th fact that Owsley's not the man to hav slipped a signal. Either the six of ther are putting up an alibi to save their ow skins or—"

"We've been trying hard to get to th bottom of it, Tommy," Carleton said, " wish we could. I don't think the mei are lying. They tell a pretty straigh story. I've been wondering about tha patch on Owsley's eye."

"What's that got to do with it?" cu in the master mechanic, who made n bones about his fondness for the engi neer. He ain't blind in the other."

Carleton stared a moment, then h fist came down with a sudden bar on the super's desk. "I believe you'v got it, Tommy!"

"Got what?" Regan demanded.

"Wait!" said Carleton. "It's very rar I know, but I've heard of it."

The super leaned over and twirle his small revolving bookcase beside th desk. Not a large library was Carl ton's, just a few technical books, an his cherished *Britannica*. He pulled o a volume of the encyclopedia an turned the leaves.

"Yes, here it is," he said. "Listen"— and he read rapidly: " 'The most con mon form of Daltonism'—that's colo blindness you know, Tommy—'depenc on the absence of the red sense. Gre additions to our knowledge of this sul ject, if only in confirmation of resul already deduced from theory, hav been obtained in the last few years b Holmgren, who experimented on tw persons, each of whom was found t have *one color-blind eye*, the othe being nearly normal.' "

"Color-blind!" spluttered the litt master mechanic.

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"In one eye," said Carleton. "As far as I know, one doesn't go color-blind—one is born that way. If this is at the bottom of it, Owsley's been color-blind all his life in one eye, and probably didn't know it. That would account for his passing the tests and for what happened at Elbow Bend. The patch did it. You remember what he said, the light was white as the moon?"

Regan spoke dejectedly.

"And now he's out! Out for keeps—after forty years. Say, d'ye know what this'll mean to Owsley? Do you, eh? He thinks more of his engine than—than—"

The master mechanic groped for words and then lapsed into silence. Carleton closed the volume and replaced it in the bookcase.

"I'm afraid there's only one thing to be done Tommy," he said gravely. "Sentiment doesn't let us out. There's too many lives at stake every time he takes out an engine. He'll have to try the color test with a patch over the same eye he had it on that night. Perhaps, after all, I'm wrong—"

Carleton stopped suddenly.

"He's out!" the master mechanic lamented. "I don't need any test to know that now. It's damn rough, ain't it—after forty years?"

Regan turned to the window and stood staring out at the choked railroad yards below him.

THREE weeks later, when Jake Owsley got out of bed to report for duty, he took the color test under the queerest conditions that ever a railroad man took it—with his right eye bandaged—and he failed dismally.

But he didn't seem to understand. Little Dr. McTurk, the company surgeon, was badly worried. Owsley was a long way from being the same man he had been before the accident. Not physically, that way he was shaping up pretty well, but his head seemed to bother him; evidently he had lost his grip on a lot of things.

They gave him the test more to settle the point in their own minds, but they knew beforehand it wasn't much use. There was more than color wrong with Owsley now. And maybe the inability to understand was the kindest thing that could have happened to him. Maybe it made the situation easier, since color barred him anyway from ever pulling a throttle again.

They tried to tell the old fellow he hadn't passed the color test. Tommy Regan broke the news in a clumsy, big-hearted way and Owsley laughed as though he were pleased. He just laughed. Then, with a glance at the clock and a jerky pull at his watch for comparison, he walked out of Trainmaster Riley's office and started across the track for the roundhouse.

Owsley's head wasn't working right. The mechanism seemed to be running down, the memory tapering off. But the 1601, his engine, stuck. And it was train time when he walked out of Riley's office that afternoon, the first afternoon he'd been out of bed since that night at Elbow Bend.

As he walked shakily across the turntable and through the engine doors into the roundhouse, the 1601 was out from the repair shops. For the first time since the accident she was standing on the pit, blowing from a full head of steam, ready to couple on for the westbound mountain run as soon as the *Imperial Limited* came in off the Prairie Division.

Engineer Bob Paxley, big as two of Owsley, had been promoted from a local passenger run and given the *Imperial*—and the 1601. He was standing by the front end, chatting with Jim Clarihue, the turntable operator, when Jake Owsley came in.

The oldtimer didn't appear to notice either of the men, didn't answer when they greeted him cheerily. He walked along to the gangway, his shoulders braced back, and then with the oldtime swing he disappeared into the cab. He was out again in a jiffy with a long-spouted oilcan and, just as he always did, started to oil around.

Paxley and Clarihue looked at each other. Paxley fumbled aimlessly with the peak of his cap, while the turntable operator couldn't seem to get the straps of his overalls adjusted comfortably.

Tim Brannigan, Owsley's old fireman, joined them from the other side of the engine. None of them spoke. Owsley went on oiling, making the round slowly, carefully, head and shoulders hidden completely at times as he leaned in over the rod, poking at the motion-gear.

Tommy Regan, who had just come on the scene, took in the situation at a glance and swore fiercely deep down in his throat.

Owsley finished his round and halted before Jim Clarihue.

"I see you got that injector valve packed at last," said he approvingly. "She looks cleaner under the guard plates than I've seen her for a long time, too. Give me the 'table, Jim."

Not one of them answered. Regan said afterward that he felt as though there'd been a head-on smash somewhere inside of him. Apparently Owsley didn't expect any answer. He went on down the side of the locomotive and in through the gangway. The next instant steam came purring into the cylinders, warming her up for a moment, as Owsley used to do before he left the roundhouse.

Regan looked at Paxley and tugged at his scraggly brown mustache.

"You'll have to get him out of there, Bob," he said gruffly, to hide his emotion. "Get him out, gently."

Steam was coming into the cylinders now with a business-like rush. Paxley climbed into the cab. Brannigan followed and hung in the gangway behind him.

Owsley was standing up, his hand on the throttle. Evidently he was puzzled a little at the stiffness of the reversing lever that refused to budge on the segment with what strength he had in one hand to give to it. Paxley reached over and tried to loosen Owsley's hand on the throttle.

"Let me take her, Jake," he said.

The old hogger stared at him in mingled perplexity and irritation.

"Why in hell would I let you take her?" he snapped, and tried to shoulder Paxley aside. "Get out of here and mind your own damn business! Get out!"

He snatched his wrist away from Paxley's fingers and gave a jerk at the throttle. The 1601 began to move. But the turntable wasn't set, and Paxley had no time for hesitation. More roughly than he had any wish to do it, he brushed Owsley's hand away and latched the throttle shut.

QUICK as a cat, Owsley turned to him. It wasn't much of a fight, hardly a fight at all. Owsley, from three weeks on his back, was still weak. But he snatched up a spanner that was lying on the seat and smashed the younger engineer between the eys.

Paxly was a big man. Half blinded by the blood streaming down his face, regardless of the blows that Owsley still tried to rain upon him, Bob picked up the retired engineer in his arms like a baby, and with Brannigan's help got him to the ground.

The old fellow hadn't been fit for excitement or exertion. They took him back to his boarding-house on Railroad Avenue, where Dr. McTurk screwed his eyes in a funny way he had when things looked critical. After that, Mrs. McCann nursed the old man daytimes, while Carleton and Regan and two or

three others took turns sitting up with him nights.

Then Owsley began to mend again, and talked of getting back on the *Limited* run with the 1601. Always the 1601. Most times he talked pretty straight, too, except that his memory seemed to keep a queer sort of haze over it. Up to the time of the accident his recollection was all right, but after that things blurred woefully.

Regan, Carleton, and Dr. McTurk went into committee session over it in the super's office one afternoon just before Owsley was out of bed again.

"What d'ye say, h'm? What d'ye say, doc?" Regan asked.

Dr. McTurk was scientific and professional. He lined his eyebrows into a black streak across the forehead and talked in medical terms for a good five minutes.

Regan tugged at both ends of his mustache and sputtered. "Give it to us straight. Does he get better or doesn't he?"

"I don't know," said Dr. McTurk, "whether or not he'll ever be better in his head than he is now. Otherwise he'll come around all right."

"Well, what's to be done?" inquired the superintendent.

"He's got to work for a living," Dr. McTurk said, "and he can't be trusted to run an engine any more. That's the state of affairs, isn't it?"

Carleton didn't answer. Regan only mumbled under his breath.

"Well, then," said the doc, "the best thing—temporarily at least—is to build him up. Fresh air and plenty of it. Give him a job somewhere out in the open."

Carleton's eyebrows went up. He looked at Regan questioningly.

"The old fellow wouldn't take it," said Regan slowly. "There's nothing for Owsley but the 1601."

"Wouldn't take it!" snapped the little doctor. "He's *got* to take it."

"How about construction work with McCann?" suggested Carleton. "He likes McCann and he's lived at their place for years now."

"Just the thing!" said the physician. "Couldn't be better."

So Regan went that afternoon from the super's office over to Mrs. McCann's short-order house and clomped upstairs to Owsley's room.

"Well, how's Jake today?" he inquired in a bluff, cheery way, drawing a chair up beside the bed.

"I'm fine, Regan," Owsley replied earnestly. "Fine! What day is this?"

"Thursday," Regan told him.

"Yes," said Owsley, "that's right.

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Well, you can put me down to take the old 1601 out Monday night."

The master mechanic ran his hand through his short-cropped hair, twisted uneasily in his chair, and coughed.

"I wouldn't be in a hurry about it if I were you, Jake," he said at last. "In fact, that's what I came over to talk about. We don't think you're strong enough yet for the cab."

"Who doesn't?" asked Owsley.

"The doctor and Carleton and me. We were just speaking about it."

The old hogger was resentful.

"Why ain't I strong enough?"

"Why, good Lord Jake, you've been sick about two months. A man can't get out of bed after a layoff like that and start right in again before he gets his strength back. You know that as well as I do."

"Mabbe I do, and mabbe I don't," said Owsley uncertainly. "How'm I going to get strong?"

"Well," replied Regan, "the doc says open-air work would build you up, and we were thinking you might like to put in a month, say, with Bill McCann up on the Elk River, helping him boss the Polacks, for instance."

Owsley, didn't speak for a moment. He seemed to be puzzling something out. Then, still puzzled, he asked, "What about after the month?"

"Why then," said Regan, "you'll—you ought to be all right again."

Owsley sat up in bed. "You playing straight with me, Regan?"

"Sure," said Regan. "Sure, I am."

Owsley passed his hand across his eyes. "I don't quite seem to get the signals right on what's happened," he said. "I had a feeling a minute ago that you was trying to sidetrack me. I ain't going to be sidetracked. When I quit for keeps, I quit in the cab with my boots on—no way else."

AND SO, on the Monday following. Owsley went up to the new Elk River road work, and—But just a moment; we've overrun our holding orders a bit, and we've got to back for the siding. The 1601 crosses us here.

The 1601 had been badly shaken up that night in the spill at Elbow Bend. They overhauled her in the shops, making her look like new, but they missed something deep down in her vitals. Perhaps she was weakened and strained where they didn't know she was; perhaps they made a bad job that looked all right under the fresh paint and the gold leaf.

It was the night at Elbow Bend that Owsley and the 1601 together first went wrong. Both went into hospital together and came out together the same day—the 1601 for her old run through the mountains, and Owsley with no other idea in his sick brain than to make the run with her.

Owsley had a relapse that day. And that day, twenty miles west of Big Cloud, the 1601 blew her cylinder head off. From then on, while the old hogger lay in bed again at Mrs. McCann's, the 1601, when she wasn't in the shops from a series of mishaps, was turning the hair gray on a dispatcher or two, and had got most of Bob Paxley's nerve.

Going slowly up a grade and around a curve protected with ninety-pound guard-rails, her front truck jumped the steel where a baby carriage would have held the right-of-way.

She broke this, she broke that, she was always breaking something; and rare was the night she didn't limp across the Hill Division dragging the grumbling occupants of the mahogany sleepers after her, with a schedule gone to smash.

Finally she ended up, while running fifty miles an hour, by shedding a driving wheel and nearly killing Paxley as the rod ripped through the cab, tearing its right-hand side into mangled wreckage. That finished her for the *Limited* run, just as Owsley, too, was finished.

Superstition? You can figure it any way you like; the men on the Hill Division have their own notions.

Anyhow, the 1601 was downgraded to hauling extra freights. She was a misfit now doing spare jobs, anything that turned up, with no regular run.

Owsley was a misfit, too, without any definite duties, because there wasn't much they dared entrust to him. He was working on the Elk River job with Bill McCann, the husband of Mrs. McCann who kept the short-order house on Railroad Avenue.

Old Jake Owsley told McCann, as he had told Regan, that he was only up there getting strong again to handle the 1601. And so he went around the construction work whistling and laughing like a schoolboy.

IT WAS still early spring when he went to the new loop they were building around the main line to tap a bit of the country south. The chinook, blowing warm, had melted most of the snow, and the creeks, rivers, and sluices were running full. Right now was the busiest time in the year for gandy dancers.

That loop was a summer's job, if luck was with them, and the orders were to push the work. The steel was to be down before the snow flew again. So the Big Cloud yards had standing orders to rush out all material for the Elk River loop as fast as it came in from the east. That was just the kind of work the 1601 was hanging around waiting to do. Odd jobs, pulling the extras.

Ten cars of steel and as many more of ties and conglomerate supplies were helping to choke up the Big Cloud yards when they should have been where they were needed a whole lot more—in McCann's construction camp.

But there had been two days of bad weather in the mountains. Solid rain, track troubles, and troubles generally. With one thing and another, the motive power department had been taxed to its limit. The first chance they got they sent the material west with the only spare engine that happened to be in the roundhouse at the time, the 1601, and never thought of Owsley.

McCann and his foreigners had done nothing but hug their shanties and listen to the rain washing the ballast away for two days and a half. Then, as it got dark one day, barely a week after Owsley had come to the work, they listened, by way of variation, to the chime whistle of an engine that came ringing down with the wind.

McCann and Owsley shared a little shanty by themselves. McCann was trying to initiate the old hogger into the mysteries of that grand pastime so dear to Irish hearts, the game of forty-five. But at the first sound of the whistle, the cards dropped from Owsley's hands and he jumped to his feet.

"D'ye hear that?" he cried.

"An' what of it?" inquired McCann. "It'll be the material we've been waitin' here for."

Owsley leaned across the table, his head turned sidewise in a curious listening attitude. He leaned over and gripped McCann's shoulder.

"It's the 1601!" he whispered, and jumped for the door and ran out into the storm.

"For the love of Mike!" gasped McCann, muttering to himself as he stumbled to the door.

There was no sign of Owsley. Only a string of boxes and flats backed down, and rattling and bumping to a halt on the temporary track a hundred yards away. Then the joggling light of a trainman running through the murk and evidently hopping the engine pilot, for the light disappeared suddenly and McCann heard the engine moving off.

RAIN was falling in torrents, pitilessly. Over the gusts of wind, the thunder went racketing through the mountains like the discharge of heavy guns. McCann swore with sincerity as he gazed from the doorway. He didn't like the look of it, and was minded to let Owsley go to the devil.

Instead, however, after getting into rubber boots, a rubber coat, and lighting a lantern, he put his head down to butt the storm, goat fashion.

"Me conscience 'ud not be clear if anything happened to the man," he said to himself as he battered and sloshed his way along. "'Tis wan hell of a night!"

Thinking Owsley might have run up the track beside the camp toward the front end of the construction train and the engine, he kept along past the string of cars. There was no Owsley. The only result he obtained from shouting at the top of his lungs was to have the wind slap his voice back in his teeth.

McCann headed then for the station. He took the west end arm of the wye, that being nearer to his destination. Halfway across, he heard the engine backing up on the main line. A moment later he saw her headlight and the red tail lights of the caboose as she coupled on.

Of course, this was against the rules—but rules are broken sometimes, aren't they? It was a wicked night; and the station, diminutive and makeshift as it was, looked mighty hospitable and inviting by comparison.

The engineer, Matt Duggan and Owen Greene, his fireman, thought the station sized up better while they were waiting for orders than did the cab of the 1601. They didn't see why the train crew—MacGonigle, the conductor, and his two brakemen—should have any the better of it. So they left their engine and crowded into the station, too. Apparently the 1601 was safe enough.

There wasn't much room left for McCann when he came in like an animated shower bath. He heard Merle, the young operator—they'd probably been guying him—snap at MacGonigle: "I ain't got any orders for you yet, but you'd better get into the clear on the wye. The *Imperial Limited* eastbound is due in four minutes."

"Say," panted McCann, "she's gone!"

Matt shook the rain out of his face. Two hundred yards east down the track, and disappearing fast, were the twinkling red tail lights of the caboose!

"By all the saints," stammered McCann. "It's—it's—" He grabbed at Matt Duggan. "What engine is it?"

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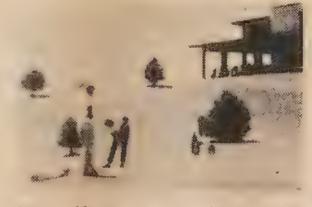

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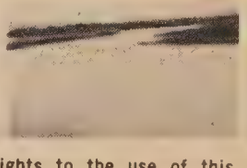

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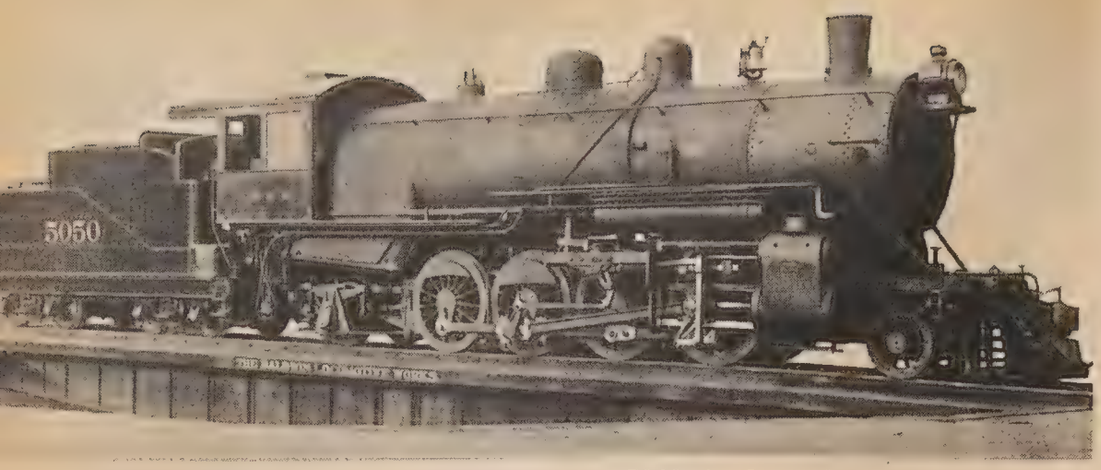

The Burlington's only cab-in-fronter, No. 5050, is shown here before the extra cab was built onto her. Who has a later photo? She was retired April 15, 1947.
From Chicago, Burlington & Quincy archives

DID you know the Burlington once had a cab-in-fronter? The following letter comes from P. M. McCrillis, 313 E. 22nd St., Santa Ana, Calif., who is still working for the Southern Pacific after 48 years of railroading:

"What happened to the handsome coalburner, No. 5050, that the Burlington kept in special quarters in the 25-stall roundhouse at Sheridan, Wyo., groomed meticulously, and used in 1920-'23? Besides her regular cab, in which the fireman shoveled coal and read train orders, she had an extra cab built up front, with controls, so that the superintendent and master mechanic could operate her while riding there to inspect the track. I remember the pleasant sounds of her exhausts and her 3-tone chime whistle, particularly when she running through a canyon."

Who can tell more about the 5050?

"The 1601," said Matt. "What's wrong with you, McCann?"

"Holy Mother of God," stuttered McCann miserably, "That was Owsley! 'Twas the whistle, d'ye moind?"

MERLE, young and hysterical, was up in the air. "The *Limited!* The *Limited!*" he burst out, whitefaced. "There ain't three minutes between them! She's coming now! I tell you the *Imperial Limited* is coming!"

Then MacGonigle, a grizzled old veteran, cool in any emergency, whirled on the younger man.

"Stop her!" he cried. "Don't make a fool of yourself! Show your red and hold her here until you get Big Cloud on the wire. They're both running the *same* way, aren't they, you damned idiot! Everything's out of the road far enough east of here on account of the *Limited* to give 'em time at headquarters to take care of things. Let 'em have it at Big Cloud."

And Big Cloud got it. Spence, the dispatcher, on the early night trick, got it. Carleton and Regan, at their homes, got it in a hurried call from Spence over their private keys, that brought them running to headquarters.

"I've cleared the line," said Spence excitedly. "The *Imperial Limited* is holding at Elk River until Brook's Cut reports Owsley through. Then she's to trail along."

Carleton nodded and took a chair beside the dispatcher's table. Tommy Regan tugged at his mustache.

"The Lord knows where he'll stop now with the bit in his teeth, but suppose he'd been heading the other way *into* the *Limited*? H'm! Head-on, instead of just tying up all the traffic between here and the Elk—what? We can thank God for that!"

Rain rattled at the window panes; sashes shook under the gusts of wind. Out in the yards below the switch lights showed blurred and indistinct. Regan paced the room impatiently. Carleton's face began to go hard. Spence hung tensely over the table, his fingers on the key, waiting for the sounder to break, waiting for the call from Brook's Cut.

It was only seven miles from Elk River, where the stalled passengers of the *Limited* grumbled at the delay. Only seven miles from there to Brook's Cut, the first station east.

Regan swore under his breath, while Spence grew white and rigid in his chair. Thus they waited there, waited with the sense of disaster growing cold upon them—waited—but Brook's Cut didn't report Jake Owsley "in" or "out."

JAKE OWSLEY? Who knows what was in his poor warped brain that night? He had heard her call to him. They had brought him back the 1601. She was standing there, alone, deserted—*and she had called to him!*

Who knows what was in his mind, as he and the 1601 together went tearing through that black, storm-rent night, when the rivers and the creeks and the sluices were running full, and the Elk River, that paralleled the right-of-way, was a raging torrent?

Who knows if he heard the thundering crash when the Elk River bridge went out? Who knows, as he swung the curve that opened the bridge approach, without time for any man, Owsley or another, to have stopped, if the headlight playing on the surge of waters meant anything to him?

That was where they found them, beneath the waters, Jake Owsley and the 1601. The veteran engineer had died with a smile frozen on his lips and his hand tight-gripped upon the throttle he loved.

"I dunno," says Regan, when he speaks of the matter. "If it hadn't been for Owsley the *Imperial Limited* would have gone into the Elk that night with every soul on board. Owsley? That's the way he wanted to go out, wasn't it?—with the 1601. Maybe the Grand Master of the universe thought so, too, and planned it that way." ●

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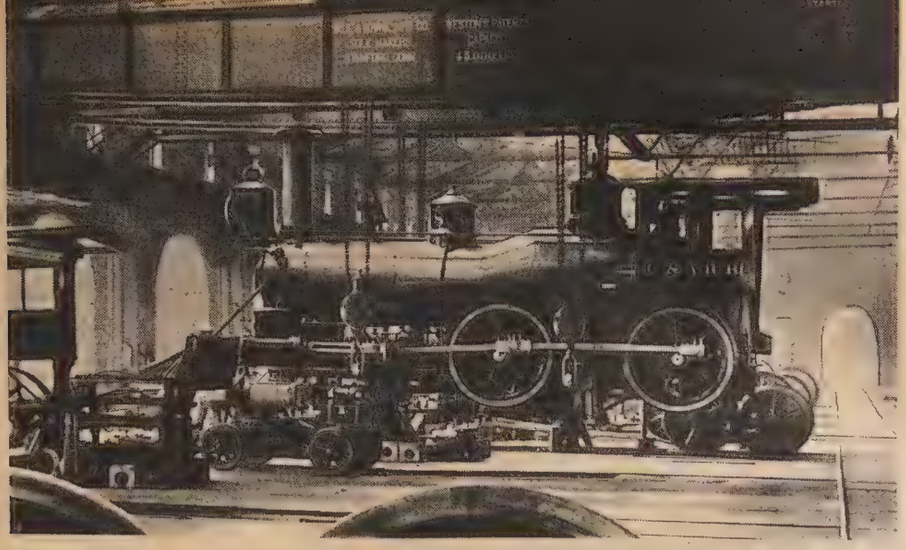

Scene in Chicago & Alton locomotive repair shop at Bloomington, Illinois.

Chicago & Alton Railroad

Locomotive roster for January, 1926

Road Numbers		Class		Builder	Year Built	Cyls.	Dri.	Tractive Effort
8		A-1a		C&A	1884	18x24	52	89050
42- 56		B-10		Baldwin	1899	20½x28	57	167000
57- 66		B-9		"	1913	19x26	51	154900
67- 71		B-3		"	1900	20x26	51	144100
72- 76		B-4		"	1901	"	"	142490
77- 94		B-3		"	1903			
95-100		B-8		Brooks	1909	20x26	51	144000
101		D-2c		C&A	1881	17x24	70	92000
102		D-1		"	1880	"	63	86600
103		D-2b		Schenectady	1883	"	64	93000
105		D-3		C&A	1892	18x24	70	99200
107		D-3a		"	1892		"	
108		D-3		"	1892			
109-111		D-5		Baldwin	1898	18x24	70	115300
116-117		D-3b		C&A	1905	"	64	100300
118		D-2		"	1883	"	70	102000
119		D-1a		Schenectady	1883	17x24	64	86600
120		D-1c		"	1883	"	"	98100
137		D-2a		C&A	1881	"	70	92000
150-151		D-Odd		"	1881	18x26	61	116800
165		D-Odd		Schenectady	1879	18x24	64	84000
167		D-Odd		"	1879	"	70	103500
170		D-6		"	1879	17x24	63	84000
220		G-2		"	1889	18x24	64	131500
223		G-1e		"	1893	19x26	"	137800
228		G-1d		"	1892	"	"	127100
229		G-1c		"	"	19x24	70	139800
230-231		G-1c		"	"	"	"	"
234		G-1b		"	"	"	64	140200
235		G-1d		"	1893	19x26	"	127100
236		G-1e		"	"	"	"	137800
239		G-1d		"	1892	"	"	127100
250-259		G-3a		Baldwin	1901	21x28	73	177200
300,302	304,307	312-314	316,319	325,327				
329,333		F-3		"	1899	20x28	57	156450
301,306	308,318	321,326						
334		F-3b		"	1899	20x28	62	159800
337,339	340,343							
347,349		F-3		"	1900	20x28	57	156450
335-336	338,341	342,344	345-346					
348		F-3b		"	1900	20x28	62	159800
360-361		F-4		"	1902	20x28	62	165000
362-367		F-4		"	1903			
390-399		F-7		"	1911	21x26	51	162000
400,402	403,405	406						
408-409		H-1		Brooks	1900	21x32	57	189000
401,404								
407		H-1a		"	1900		"	
410-419		H-3		Baldwin	1905	22x30	57	207360
420-429		H-3		"	1906			
430-439		H-7		Brooks	1909	22½x30	62	228000
440-442		H-8		"	1910	21x28	51	192000
450-459		H-2		Baldwin	1902	22x28	57	200000
499		H-Odd		Brooks	1899	17x26	48	95000
500-511		D-7c		"	1899	19x26	73	151700
550-553		E-1		Baldwin	1903	20x28	80	184470
554,556		E-2		"	1906	"	"	194000
555,557								
558		E-2		"	1906	"	"	185000
600		I-1		"	1903	22x28	73	219500
601		I-2		"	1903	"	80	221300
602-604		I-3		"	1904	"	77	219000
605-606		I-4		"	1908	"	73	243200
607		I-4a		"	1908		"	
608-609		I-4		"	1908			
620-624		I-5		Brooks	1909	23x28	80	248000
625-634		I-5a		"	1910	"	77	249100
650-659		I-6		"	1913	25x28	77	277350
700-701		K-1		"	1910	22&35x30	62	365000
800-809		L-1		"	1910	26x30	62	269000
810-829		L-1a		"	1910	"	"	273000
840-859		L-2		Baldwin	1913	26x28	63	281800
860-864		L-3		"	1918	"	"	285300
875-884		L-4		Schenectady	1918	26x30	63	292000
885-889		L-4a		"	1921	"	"	298000

Roster supplied by Charles E. Fisher, president and editor of Railway & Locomotive Historical Society, Inc. Classes: (A) 0-4-0; (B) 0-6-0; (D) 4-4-0; (E) 4-4-2; (F) 2-6-0; (G) 4-6-0; (H) 2-8-0; (I) 4-6-2; (K) 2-6-6-2; (L) 2-8-2. Nos. 46-56 were rebuilt from Nos. 324, 329, 323, 320, 315, 311, 317, 303, 305, 322, and 310, class F-3 and F-3b, in that order. Nos. 101, 102, 103, 118, 119, and 120 were formerly Nos. 55, 20, 41, 207, 215, and 219, in that order. ●

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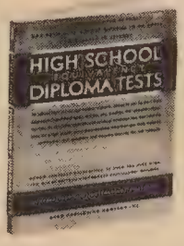

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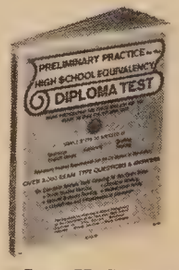

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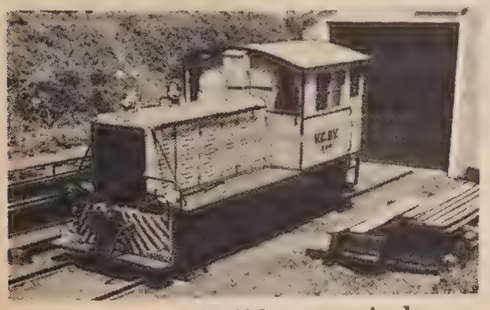
CW No. 661 in yard at Harrisonburg.
Photo by Willard F. Dovel



Virginia Central 500 at enginehouse.
Photo by E. John Long

Shortlines of Virginia

Roster is based on data from Canton master mechanic, C&O vice president, Interstate general manager, N&PB president and general manager, RF&P chief mechanical officer, and VC president. It is accurate as of the second quarter, 1966. For the purpose of our rosters, a shortline is defined as any common-carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; BW, Baldwin Westinghouse; GM-EMD, General Motors-Electro Motive Div.; Alco, American Locomotive Co.; GE, General Electric Co.

(1) Clinchfield 800-804 upgraded to F7A. Nos. 805-806 rebuilt to F9A.

(2) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822; then Louisville & Nashville 1814, 1822; then Clinchfield 821-822.

(3) Clinchfield 823 was originally NC&SL 914, then L&N 1914, then Clinchfield 823.

(4) Clinchfield 850-852 upgraded to F7B.

(5) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.

(6) Clinchfield 919 was originally NC&SL 753, then Clinchfield 919.

(7) RF&P 50 sold to Canton RR., renumbered 26.

(8) RF&P 51 sold to Richmond Terminal, renumbered 51.

(9) RF&P 1051-1055, 1151-1156, 1158, 1160 were traded to GM-EMD for new units.

(10) RF&P 1111 was originally Aberdeen & Rockfish 201, purchased 11/52, later scrapped.

(11) RT 1 scrapped in 1965.

(12) VBR 5 was originally U.S. Army 4039, purchased in 1947. It has 21x28" cylinders, 50" drivers, and 190 psi boiler pressure.

(13) VBR 7 was originally U.S. Army 4061, then Norfolk & Portsmouth Belt 51, then VBR 7, purchased in 1956. Same specifications as No. 5.

(14) VBR 8-9 were originally U.S. Army 4038, 4023; then U.S. Army 618, 616; then VBR 8-9, purchased in 1958. Same specifications as No. 5.

(15) VBR 10-11 were originally Delaware, Lackawanna & Western 430, 427; then Erie Lackawanna 352, 349; then VBR 10-11, purchased in 1963.

(16) VC 200 originally was owned by National Malleable & Steel Casting Co.

(17) VC 500 originally U.S. Army 7305.

(18) W&OD 47 sold to Fonda, Johnstown & Gloversville, renumbered 30.

(19) W&W 8411 was originally B&O 211, then B&O 8411, then W&W 8411.

(20) RF&P 1101, 1105, 1157, 1159 were sold to Striegel Supply & Equipment Corp. ●

Photo by Herbert H. Harwood, Jr.
Washington & Old Dominion Ry. train.

SHORTLINES of VIRGINIA

Locomotive rosters compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Carolina & Northwestern								
1-4	1500	Alco-GE	RS-2	B-B	56,600	226,300	1948	
5-8	1600	Alco-GE	RS-3	B-B	59,230	236,900	1950	
9	1600	Alco-GE	RS-3	B-B	61,690	246,760	1951	
10	1600	Alco-GE	RS-3	B-B	61,625	244,100	1953	
11	1800	Alco Pr.	RS-11	B-B	60,700	242,800	1956	
Chesapeake Western Railway								
661-663	660	BW	DS 4-4-660	B-B	?	?	1946	
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	?	?	1952	
350-355	1200	GM-EMD	SW7	B-B	?	?	1950	
800-805	1500	GM-EMD	F3A	B-B	?	?	1948-9	1
806-814	1500	GM-EMD	F7A	B-B	?	?	1951	1
815-820	1500	GM-EMD	F7A	B-B	?	?	1952	
821	1500	GM-EMD	F7A	B-B	?	?	1949	2
822	1500	GM-EMD	F7A	B-B	?	?	1950	2
823	1500	GM-EMD	F7A	B-B	?	?	1951	3
850-852	1500	GM-EMD	F3B	B-B	?	?	1948-9	
853	1500	GM-EMD	F7B	B-B	?	?	1949	
854-860	1500	GM-EMD	F7B	B-B	?	?	1951	
861-863	1500	GM-EMD	F7B	B-B	?	?	1952	
864-868	1750	GM-EMD	F9B	B-B	?	?	1955	
869	1500	GM-EMD	F7B	B-B	?	?	1950	5
900-911	1500	GM-EMD	GP7	B-B	?	?	1950	
912-916	1500	GM-EMD	GP7	B-B	?	?	1952	
917-918	1750	GM-EMD	GP9	B-B	?	?	1956	
919	1500	GM-EMD	GP7	B-B	?	?	1950	6
Interstate Railroad								
30-36	1600	Alco-GE	RS-3	B-B	?	?	1953	
37	1600	Alco-GE	RS-3	B-B	?	?	1952	
38-39	1600	Alco Pr.	RS-3	B-B	?	?	1956	
Norfolk & Portsmouth Belt Line Railroad								
101-105	1200	GM-EMD	SW1200	B-B	61,170	249,000	1955-6	
106-115	1200	GM-EMD	SW1200	B-B	61,170	249,000	1956	
Norfolk, Franklin & Danville Railway								
Owns six units, the specifications of which are unknown to us.								
Norfolk Terminal Railway								
Owns no equipment.								
Richmond, Fredericksburg & Potomac Railroad								
50	600	GM-EMD	SW1	B-B	49,500	198,000	1940	7
51-52	1000	Alco-GE	S2	B-B	57,500	230,000	1942	8
53-54	1000	Alco-GE	S2	B-B	57,500	230,000	1943	
55-57	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
58-61	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
62-71	1000	Alco-GE	S2	B-B	57,500	230,000	1948	
81-85	1200	GM-EMD	SW1200	B-B	64,275	257,099	1965	
101	1500	GM-EMD	GP7	B-B	61,186	252,384	1951	
102	1500	GM-EMD	GP7	B-B	61,186	252,384	1951	
103-104	1500	GM-EMD	GP7	B-B	61,186	252,384	1953	
111-118	2500	GM-EMD	GP35	B-B	66,758	267,033	1965	
1001-1005	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1949	
1006-1011	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1952	
1012-1015	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1953	
1051-1055	2250	GM-EMD	E8B	A1A-A1A	52,149	320,750	1949	9
1101-1108	1500	GM-EMD	F7A	B-B	56,161	230,153	1949	20
1109-1110	1500	GM-EMD	F7A	B-B	56,161	230,153	1950	
1111	1500	GM-EMD	F5A	B-B	56,161	230,153	1948	10
1151-1158	1500	GM-EMD	F7B	B-B	57,007	233,179	1949	9, 20
1159-1160	1500	GM-EMD	F7B	B-B	57,007	233,179	1950	9, 20
1201-1203	1500	GM-EMD	FP7A	B-B	61,133	257,357	1950	
Richmond Terminal Railway								
1	1000	Alco-GE	S2	B-B	?	?	1944	11
51	1000	Alco-GE	S2	B-B	57,500	230,000	1942	8
Virginia Blue Ridge Railway								
5	——	Alco	——	0-6-0	40,000	?	1942	12
7	——	Lima	——	0-6-0	40,000	?	1944	13
8-9	——	Alco	——	0-6-0	40,000	?	1942	14
10-11	600	GM-EMD	SW1	B-B	49,500	199,500	1940	15
Virginia Central Railway								
200	250	Plymouth	WLG	C	17,500	70,000	1936	16
500	175	Plymouth	WE	B	15,000	60,000	1930	17
Washington & Old Dominion Railroad								
47	380	GE	44-ton	B-B	22,000	88,000	1941	18
55	675	Whitcomb	75-ton	B-B	37,500	150,000	1950	
56	600	GE	70-ton	B-B	41,280	140,000	1951	
57	600	GE	70-ton	B-B	41,280	140,000	1956	
Winchester & Western Railroad								
8411	600	GM-EMD	SW1	B-B	49,500	198,000	1940	19

Books of the Rails

COLORADO'S MOUNTAIN RAILROADS, Vol. II, by Robert A. LeMassena, assisted by Jackson T. Thode, 210 pages, high-quality paper, 6x9", paperbound, 140 illustrations, The Smoking Stack Press, 1795 S. Sheridan Blvd., Denver, Colo. 80266; $5.95. (Vol. I, 120 pages, 140 illustrations, $3.25; Vol. III, 150 pages, 170 illustrations, $4.) Not sold by Railroad Magazine Book Service.

Readers interested in this subject—and who isn't?—will find *Colorado's Mountain Railroads* a useful handbook and an irreplaceable guide. In this volume the author has assembled a vast amount of information on the history and motive power of the Denver & Rio Grande, the Rio Grande Western, the D&RGW, and the Rio Grande Southern, his material being arranged chronologically and indexed. For some unexplained reason, the page numbering stops with 20, which is confusing.

The book has much reference value. But we wish it gave at least a little attention to the colorful men who built and operated those roads. Nearly all of the photos—good ones, too!—depict locomotives, mostly steamers, and there are a few trains; but the authors almost totally ignore other railroad equipment, structures, personalities, etc., except for a track diagram, passenger schedules, and a few interesting old passes. The locomotive, important as she is, isn't the whole show on any railroad.

Bob LeMassena tells us: "You can read this book three ways. It is a corporate history of D&RGW; it tells the story of trackage development and the industries served; and it records the system's motive power development. In future we will cover electric lines, great trunk lines of the plains, and a pictorial and map supplement."

THE CORDWOOD LIMITED: *A History of the Victoria & Sydney Railway*, by George Hearn and David Wilkie, 80 pages, 6x9", paperbound, illustrated with photos and maps, locomotive roster, British Columbia Railway Historical Asso., P.O. Box 114, Victoria, B.C., Canada, $1.75.

Publication of *The Cordwood Limited* coincides with the centennial celebration of the joining of Vancouver Island crown colony to the British Columbia mainland. It deals with the long-gone era of woodburning Moguls and once-a-day ferry service between Victoria, on Vancouver Island, and Vancouver, on the mainland. (Today, these points have hourly ferries.)

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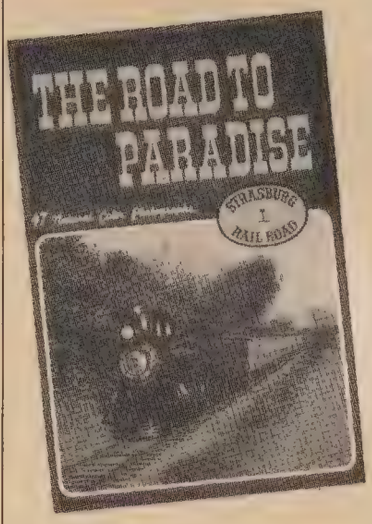

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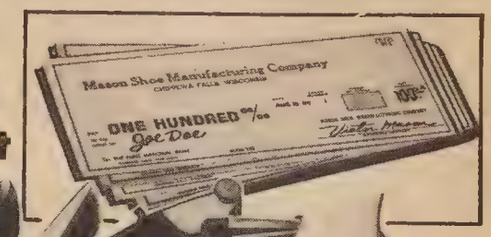

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Victoria & Sidney No. 1, a woodburner, at Sidney after first run in 1894.
From new book "The Cordwood Limited" (B.C. Ry. Historical Asso.)

rails, May 11, 1894, was the first day of the Pullman Strike in Illinois, about 2,000 miles away; and a few weeks later when the V&S officially opened, the American Railway Union was preparing to back up the Pullman employes, thus launching the world's biggest railroad strike. (See review of *Eugene Debs* book.) But the new Canadian shortline served a rural area far removed from south-of-the-border excitement, and continued to run unmolested until it folded up in 1919. Then the Canadian National took over, the last V&S item sold being a turntable. This history shows keen research, interesting details.

EUGENE DEBS: *Rebel, Labor Leader, Prophet*, a biography by David F. Selvin, 192 pages, 5½x8¼", illustrated, indexed Lothrop, Lee & Separd Co., Inc., 410 Park Ave. S., New York, N.Y. 10016, $3.75.

Selvin's book opens with these words: "Americans in 1920 were in a fierce rush to get back to normal. They wanted to erase the memory of the first World War, and hoped good times were ahead. Most of them looked to Warren G. Harding, the Republican candidate for President of the United States, to show them the way. . . . But not all of them. Nearly a million . . . cast their votes for prisoner No. 9653 in the Federal Penitentiary at Atlanta, Georgia."

No. 9653 was Gene Debs. Fifty years before, Debs had begun a railroad career by working in the paint shop of the Vandalia (now PRR) for 50 cents a day. His job was cleaning grease from freight engines and scraping paint from railroad cars. Later he went firing. In 1875 he joined the Brotherhood of Locomotive Firemen, then became editor of its magazine.

In 1893 he organized the American Railway Union for men in all branches of railroad service and was elected its president. Around that time the Great Northern cut its employes' pay for the third time in less than a year. An ARU strike tied up the road for 18 days and won a raise for the workers.

Then in 1894, with ARU support, a walkout of underpaid Pullman Company employes was escalated into the most widespread railroad strike in world history. President Grover Cleveland, himself a onetime New York Central policeman, broke that strike by calling out the U.S. Army.

Debs ran for President of the U.S. five times on minority party tickets. In 1918 he publicly denounced the society which World War I was being fought to defend, and for making such a speech in wartime he was imprisoned. While behind bars he was again nominated for President, received 919,977 votes, and was pardoned by President Harding. He died in 1926. These facts summarize Selvin's biography. His style is dramatic and fast-moving.

THE GREAT NORTHERN RAILWAY, by O. S. Nock, 192 pages, 5½x8½", illustrated with black and white photos, color frontispiece, maps, diagrams, indexed, etc., Ian Allan Ltd., London, England; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.25.

BRITAIN'S NEW RAILWAY, by O. S. Nock, 224 pages, 6x9", illustrated with b&w photos, color frontispiece, maps, diagram, etc., same publisher, same distributor, same price.

We've lost count of how many railway books Nock has written, but it must be a world record by now. All of them deal with British (or at least European) railroading. He swings along in a smooth, accurately detailed, professional style that is easy to read, combining facts with local color, personalities, and anecdotes—the ideal combination for books in this field.

The Great Northern Railway tells how a group of powerful well-established companies formed a clique to block the British GN's expansion and how the railway management fought back. It's dramatic. *Britain's New Railway* is, of course, the London Midland electrification from Manchester and Liverpool to Euston, the greatest reconstruction project of its kind Britain has ever seen.

RAILWAY CARRIAGE ALBUM, by G. M. Kitchenside, 228 pages, 9½x7¼", photos and text matter, Ian Allan Ltd.; Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $13.

An excellent bookmaking job but strictly for British railfans.

THE MIDLAND RAILWAY, by C. Hamilton Ellis, 192 pages, 5½x8½", paperbacked, illustrated with photos, indexed, Ian Allan Ltd.; Leisure Time Books, $3.25.

This, too, is strictly for British fans. It includes a chronology, list of joint railways, longest tunnels, and technical data on steam power.

THE RISE OF THE MIDLAND RAILWAY: 1844-'74, by E. G. Barnes, 317 pages, 5½x8½", illustrated with photos and old line engravings, indexed Hillary House Publishers Ltd., 303 Park Ave. S., New York, N.Y. 10010, $8.50

Ralph Waldo Emerson defined *institution* as "the lengthened shadow of one man." By that token you might call the Midland Railway the lengthened shadow of George Hudson, often referred to as Britain's railway king. Barnes has marshalled facts, documents, and anecdotes to illuminate the role Hudson played for five hectic years in Midland affairs and the aftermath of his downfall. Altogether, he covers 30 action-filled years. A second volume will complete the Midland story up to 1922.

While it's aside from the point, we often wonder whether or not the railroads of the United States are following the same general pattern as those overseas. Britain had a flock of short roads and some long ones, then the rail network coalesced into four great systems, and finally those four were nationalized into one. Question: will history repeat itself? Will American railroads continue to merge until there is only one left, a federalized giant? We hope not.

Reading British history gives us some disturbing thoughts of what might happen here. But Barnes sticks close to his own subject and makes it interesting. Our doubts creep in without regard to anything he has written.

COLORADO ANNUAL: 1966, 16 pages, 8½x11", heavy coated stock, paperbound, illustrated, Colorado Railroad Museum, P.O. Box 641, Golden, Colo., 80401, 50¢.

Fourth in a series, the *Annual* features articles on abandoned Colorado grades, an unusual excursion over the old South Park narrow-gage, and a White Pass & Yukon roster-story, and an abundance of good photos.

DESIGN OF HIGH SPEED DIESEL ENGINES, by M. H. Howarth, 256 pages, 7x10", illustrated, indexed, American Elsevier Publishing Co., Inc., 52 Vanderbilt Ave., New York, N.Y. 10017, $11.

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One-Man Museums

THE ILLINOIS CENTRAL'S age of steam lives again in the collection of pictures, records, messages, train orders, many months of trainsheets stapled together, employes timetables, call books, etc., that C. Bruce Gurner has assembled as a museum behind his home at Water Valley, Mississippi. Bruce was born on New Year's Day, 1920, the son of a retired IC engineer. He is a high school guidance counselor but works as an IC fireman during vacations and on some weekends. Although both Gurners were on the same road for many years, they made only one trip together as an engine crew. In 1955, building wreckers tearing down the old Water Valley depot which used to be division headquarters found tons of records of the Casey Jones era in a ceiling.

"The contractor was hauling the stuff off and burning it until I got there and managed to save two pickup loads," Bruce recalls. "I spent two weeks going through that material. Before I got through, I seemed to be living back in the 1890's when 30 steam trains a day stopped at Water Valley and the busy IC shops there employed more than 500 men. When I came upon trainsheets listing Jones as engineer I knew I had hit the jackpot and was committed to the life of a collector. I learned a lot by interviewing oldtimers, including two aged engineers who had known Casey well. Among other items, I have a real photo of the 382, Casey's last engine. One of the nation's leading authorities on oldtime locomotives, C. William Witbeck of Hammond, La., told me that the picture passed out by the IC Public Relations department as the 382 doesn't show the 382 at all but actually shows a sister engine, the 380!"

Bruce also has a rare photo showing members of Brotherhood of Locomotive Firemen's lodge 402 at Water Valley, to which Casey belonged and of which he became grand master, and minutes of the meeting on July 14, 1890, at which he was admitted to membership. The picture shows Casey with a crew haircut. Bruce also has some of the famous engineer's handwriting, signatures on lodge records, both the B of LE and the Brotherhood of Locomotive Engineers, as well as the old whistle dome that Charles Doster took off Casey's wrecked engine. Mr. Doster's aged widow told Bruce Gurner: "Charley was down there at Vaughan firing 692 on the wrecker train. He pried that dome off the 382 and brought it home on the seatbox of his own engine. You can have it if you want it."

Furthermore, Bruce has copies of the official investigation into that crash and Casey's personal record. It is possible that he knows more about Casey Jones and his times than anyone else on earth, even more than members of Casey's own family. Bruce is well educated, holding degrees of BA and MA from the University of Mississippi. He is secretary-treasurer of the BLF&E's Mississippi State Legislative and Education Board and is president and legislative representative of lodge 402 at Water Valley. ●

C. Bruce Gurney, an Illinois Central fireman, specializes in Casey Jones lore.
Illinois Central Railroad photo

WHEN Harold Warp was a boy working on a farm beside the Burlington track near Minden, Neb., he often watched and waved at a Baldwin engine, No. 967, that to him symbolized a better way of life as she chugged over the rails with her train and vanished on the prairie horizon. He longed to ride her far-away places.

In 1914, old 967 was rebuilt at the CB&Q shops in Havelock, Neb., two driving wheels and an extra boiler section being installed. At length in 1953 she was retired after 64 years' service. After Harold grew up, he became the founder and owner of Pioneer Village, located at Minden, 130 miles west of Lincoln on U.S. Highway 6. He bought old 967, for which he had a sentimental attachment, and placed her in his museum. She stands on the village green beside an earlier-day woodburner, a narrow-gage Porter with a great flared stack, in front of a depot that the Baldwin had often served.

Today, the 967's throttle is manned by youngsters of all ages who like to open her up to run—in imagination. Her boiler is shiny black with red brass fittings. Photographers come from far and wide to take her picture. Old 97, resplendent in her 98 tons with coal tender, is the most popular of the 30,000 historical items on display at Pioneer Village. ●

SOME readers have asked what happened to the old ball signal that the Boston & Maine used to operate at Wells River, Vermont. Says William D. Smith, 518 Depot St., Latrobe, Pa. 15650: "I bought it in 1955 and installed it in my back yard in 1956, with the help of friends and a Bell Telephone gang that 'planted' the 50-foot pole. The B&M had no prints showing how they had installed this same signal long ago, but they sent me photos of it and the one at White River, Vt. Working from these photos, we made the finished job look as near as possible like the original."

Besides being a Pennsy block signal operator at DR tower, west of Derry, Pa., Bill Smith belongs to the NMRA and the NRHS. He was born and raised in the house in which he still lives, about 300 feet from the Pennsy main line and 75 feet from the old Ligonier Valley Rail Road, now a PRR branch. On his lawn, in addition to the ball signal, are a semaphore signal, a mail crane, a baggage truck, a set of link-and-pin couplers, a steam locomotive bell, and 3 station signs. The end of his 20x30-foot railroad collection building displays a loco headlight, a builder's plate and a keystone number plate from K4 engine 837, a pair of pilot markers, and several tower and station signs. Inside the building are a large HO scale model railroad and many railroad relics, including lanterns. He adds:

"We also have a room entirely devoted to railroadiana, including a file of *Railroad Magazine* dating back to the early 1930's. My wife helps me collect these relics and shows them off when I am not at home. We welcome visitors and make no charge for viewing the collection but are grateful for voluntary donations." ●

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HOBBY CLUB

Conducted by Sy Reich

A small boy's dream—to handle the throttle of a big locomotive as she chugs around the 4,100 feet of track in Heritage Park at Calgary, Alta., Canada. This 0-6-0, formerly Cnadian Pacific 6144, built in 1905, was a real steamer but is now run by a diesel engine installed in her firebox. Incidentally, the lad is violating an old safety rule by standing in front of her.

SOUVENIRS of its 75th anniversary (1891-1966) are available from the Bangor & Aroostook, Public Relations Dept., Houlton, Maine 04730, as follows: bronze pocket piece 1¼″ in diameter 6x6″ tile picturing 4-4-0 engine 210, playing cards, overnight bag, cuff links, and red, white, and blue tie-bar, each item $1 postpaid. To celebrate the Diamond Jubilee a special train with a museum car, latest types of rolling stock, and a State of Maine products car toured the system for 17 days, attracting 36,000 visitors.

Sy Reich

Jim Crimmins, Exeter, N.H., has a 1907 copy of the BAR vacationists' guide, entiled *In the Maine Woods,* 192 pages, 6x9″, illustrated with many pix, each one framed. "It is interesting reading," he says, "if you want to make a canoe trip to Chesuncook, Ripogenus, Ambajemackomus, Sourdahunk, Aboljackarmegus, Katahdin, Aboljackarmegassic, Packwockamus, Katepsconegan, Debsconeag, Passamagamock and other places with lilting Indian names."

The Steam Parade

The 50-odd stockholders who attended the third annual meeting of the Wanamaker, Kempton & Southern Railroad had good reason to feel all steamed up about it. Instead of indoors, the 90-minute session was held in an old open-platform coach behind a steam engine covering the line's entire route from Kempton to Wanamaker, Pa., and back. As they chugged through the rolling countryside, the shortline's president, Bill Huyett, reported increased patronage for the second straight year and forecast even more passenger traffic in 1967.

"Part of the reason," he explained, "was opening the Kempton Railroad Museum Train with a valuable collection of railroadiana by a non-profit group affiliated with the WK&S."

Last summer brown-eyed Jane Anne Kunkel, 17, represented the WK&S at the second annual Pennsylvania Dutch queen contest at the Kempton Fair, competing for the title *Es Lieblichest Maedel* ("The Loveliest Girl").

Like most railroad museums, the one opened recently at Conneaut, Ohio, ends its season Labor Day. The Conneaut Historical Railroad Museum occupies a former New York Central depot. Nearby, as a permanent exhibit, stands Nickel Plate engine 755, a Berkshire, with a hopper car and a caboose donated by the Bessemer & Lake Erie. Myron P. Phipps, the last NKP president, addressed nearly 2,500 persons at the musum's dedication, which was preceded by a parade.

"This museum," he said, "does not represent the passing of anything. It depicts the foundation for even stronger railroads in the future."

Burlington's 4960, the Mikado type which made her farewell trip July 17th, from Chicago to Denrock, Ill., has been donated to the Wisconsin State Historical Society and placed in the Circus World Museum at Baraboo, Wis., for permanent display under a former C&NW trainshed.

The Burlington's biggest steamer, No. 5632, has been sold to a Chicago businessman for whom the repair and operation of steam locomotives is a labor of love. Richard Jensen already owned one steamer and used her on fantrips. He hopes to rebuild 5632.

With regard to the shortline operated

Heritage Park, Calgary, Alta., Cana-, an item in our July issue stated: or some reason, the steam engine s been camouflaged to look like a esel." This is denied by Stanley T. rden, P.O. Box 895, Paradise, Calif. 969, who writes: "That loco is not mouflaged. She still looks like a amer but is not run by steam. A esel engine installed in the firebox d geared to the driving wheels drives r around the circular track." (See otograph on page 58.)

Demolition of the Union Pacific's 1 steam roundhouse at Cheyenne, yo., is reported by Lester C. Harlow, 65 Columbia Pike, Arlington, Va. 18 stalls often served as a "hotel" r hoboes and drifters and found its y into poems and folksongs, one of hich, "The Roundhouse at Cheyenne," rl Ives recorded. The stalls housed me of the world's largest locomo-es, the "Big Boys."

The only active steam engine on maica in the Caribbean Sea hauled excursion train of vintage cars ting back to 1886 from Kingston to rt Antonio and back, with photo ps, on July 17th (Bill Knapke's 97th thday), reports C. J. Stratmann, Waterloo Ave., Kingston 10, maica, West Indies. It was an un-getable ride through the otherwise accessible interior of the island over ep gradients in areas rarely seen by public. The route included Gibral-Tunnel, nearly ½-mile long, and gh above the Rio Cobre in Bog Walk rge, them along the picturesque ast line to Port Antonio. The engine, o. 54, was built in Canada in 1944.

"The Livonia, Avon & Lakeville erated all summer with 2-8-2 No. 17 Elk River Coal & Lumber Co.," ites Richard Palmer, 300 Burt St., racuse, N.Y., 13202. "Its 23-mile nd trip over the Erie's former Ro-ester Division is very scenic. Luke ood's proposed Central Adirondack ountain Ry. died unborn. Too many gers in the pie, so the New York ntral refused to lease or sell them e property.

Rail City near Syracuse operated ek-ends all summer, with ex-Bath & mmondsport No. 11 being the only viceable engine there. On display is -Huntington & Broadtop Mountain o. 38, badly rusted. Another is an -Solvay Process 0-4-0T.

"Nelson Blount, the millionaire rail-n who already had nearly 100 steam comotives, including those owned by e Steam Foundation he organized, s bought Lou Keller's ex-Illinois ntral 2-8-0 No. 790 (Baldwin, 03). David DeCamp was trying to scrape up the money to pay for her but couldn't, so Lou repossessed her and sold her to Blount. After being at Tupper Lake since last fall, she was taken to the New York Central's East Syracuse yards because of a burned-out bearing on the front truck. Two other steamers recently sold to Blount are 2-8-0's Lowville & Beaver River No. 1923 and ex-Norwood & St Lawrence No. 210. The latter had been rusting in a Watertown junk yard since 1957."

"Steam-train operation featured Armed Forces Day at Fort Eustis, Va.," writes H. Reid, 8549 Wayland St., Norfolk, Va., co-author of the book *Rails through Dixie*". "Two engines, Nos. 606 and 611, ran every half hour during the celebration. For one run alone, about 2,000 people milled around the train in an affort to board it. Eustis is putting on another big steam show this Labor Day weekend for the annual NRHS convention, held at Richmond.

"Aside from special occasions, the Fort runs steam several days a week for military training. This setup was named for Abraham Eustis, who commanded the first unit at nearby Fort Monroe, the place where the U.S. Army's Signal Corps originated more than a century ago. Almost on the very spot where Fort Eustis now stands the discouraged early Jamestown settlers, in the early 1600's, nearly gave up their island to sail back to their native England. They actually sailed as far as the mouth of the creek. There they met a longboat with supplies from Europe, whereupon they returned to Jamestown, making it the first permanent Anglo-Saxon community in America—and eventually one of the nation's last bastions of steam power."

"Answering my request, the Interstate Commerce Commission has sent me a fairly long list of steam locos owned today by U.S. railroads," writes Steve Gellings, 11602 9th St., Garden Grove, Calif. "Among those listed 'not in service' were 9 Union Pacific engines, including Nos. 4023, 3985, and 8444. I wrote to the UP asking about them. They replied that the 8444 was receiving a new set of flues and other repairs to make her available for fantrips, while 4023 and 3985 are stored unserviceable at Cheyenne, Wyo.

"Also stored unserviceable are 833 (4-8-4) at Cheyenne; 838 (4-8-4) at Council Bluffs, Neb.; 1243 (4-6-0) at Rawlins, Wyo.; 4466 (0-6-0) at Grand Island, Neb.; and 4005 (4-8-8-4 Big Boy) and 5511 (2-10-2) at Green River, Wyo. The UP will retain all these engines permanently but has made no definite plans for any of them. Possibly one or more will be reconditioned to run at the centennial celebration of the driving of the Golden Spike in May, 1969."

"Canadian Pacific 4-6-0 engine 952 (not 972, as someone stated) passed the required ICC tests and has been running to Red Lion and Delta, Pa., on the Ma & Pa," reports L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. "Although built in 1912 at Montreal, she still looks good, despite punishment by New York Central freight yard men at Buffalo, who humped her twice, damaging her coupler, pilot and bolts. Someone, presumably a railfan, stole the front metal numbers from below her headlight last May while she was traveling from Canada into Pennsylvania, with a trainman riding the cab.

"CP Pacifics 1238 and 1286 last summer pulled fantrips over the Western Maryland and in future will probably be used by Hollywood studios, as no large engines in U.S. west of the Mississippi are currently available. George Hart of Rail Tours, Inc., wants to sell former BEDT 0-4-0 switcher No. 14 (H. K. Porter, 1920) but hasn't announced a price. The former Soo Line coaches, 900 series, and Tennessee Central caboose 613 that were on York Southern Railroad property before Rail Tours came in, have been sold to Byron Andrews of Oneida, N.Y."

An article by Albert W. Kovacs in our Feb. '66 issue told about 3 saddle-tank steam locos still hauling coal for Wanamie Mine in the hills west of Wilkes-Barre, being the only active steam power left in Pennsylvania's anthracite region. As summer ended, however, these faithful, old Vulcan-built engines were replaced by coal-handling machinery at the mine, which eliminated the rail journeys to

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Photos by H. Reid, 8549 Wayland St., Norfolk, Va.

Scenes on Graham County Railroad in picturesque Smoky Mountains of western North Carolina, the mailing address for which is Fontana Village Resort, Fontana Dam, N.C. The engine is an old Shay, No. 1925, and the young railfanette watching her on a mountain side at Topton, N.C., is Miss Louise Sawyer.

the colliery, laments Frank T. Reilly, 306 Front St., Dunellen, N.J. 08812.

Steam is still king on the railroads of Honduras, according to Kenneth Marple, 1922 N. Keystone, Chicago, Ill. 60639, just back from a trip to that country. "Honduras has two railroads," he writes, "the Tela (United Fruit Co.) and the government-owned Ferrocarril Nacionales. Both are 3-foot gage. All the engines I saw were low-wheeled Mikes, built in U.S. I didn't see any Tela engines operating, but saw 3 dead ones at Porto Cortes. The locos on both lines are in fine condition, Evidently FCN washes theirs daily."

New Hope & Ivyland

Daily freight service is offered by America's newest railroad, the steam- and diesel-powered New Hope & Ivyland, which last June took over ownership and operation of 16.7 miles of a 75-year-old Reading branch in rural Bucks County, Pennsylvania. The line quickly began freight operation. Later, a 147-ton steam engine powered the first scheduled passenger train out of New Hope in 14 years, running as an excursion between the Delaware River and Buckingham Valley, 7 miles.

Title to the track, bridges, switches, stations, signals, land, and other appurtenances of the single-track line 35 miles north of Philadelphia passed from the Reading to the NH&I for $200,000 in settlement ceremonies in Reading Terminal, Philadelphia. Kenneth Souser of Paoli, Pa., chairman of the NH&I, and Charles E. Bertrand, president of the Reading, signed the final transfer papers. ICC approved the sale. To finance the purchase and improvements, the NH&I is selling mortgage bonds and common stock. These securities are offered to the public in units of $100 each by the underwriters, Cannon & Co. of Philadelphia and Arthurs, Lestrange & Co. of Pittsburgh. The new road's principal freight customer is a paperbag factory.

NH&I's 3 steam locos and 7 passenger cars were brought from St. Clair, Pa., near Pottsville, in a 110-mile trip to New Hope under their own steam, with stops en route for public inspection and photography. Gandy dancers are improving the roadbed. Other workers moved the Reading's 79-year-old New town station over the highway 8 mile to Buckingham Valley for restoration as the shortline's southern passenge terminal. The original station there wa razed years ago. The former New Hope passenger depot, a steepled Victorian type last used as a hunting lodge in woodland 200 yards north of the presi ent New Hope freight terminal, wa returned to its original site and now serves as NH&I headquarters.

Setouts and Pickups

As a rule, editors and business mer give scant consideration to letters written with a pale gray typewrite ribbon. Fresh black ribbons make a much better impact. Another way o

creating a favorable impression and getting prompt action is to keep your letter short. Executives who get a heavy mail every day are inclined to pass up letters that are long or hard to read.

No. 1 in our series of *Interesting Railfans* was Grahame Hardy, Box 622, Carson City, Nevada 89701. As a dealer in steam and electric railroadiana, Hardy often runs mail auction sales involving thousands of items a year at prices set by the buyers. His lists are sent free to readers who ask for them. He also publishes railbooks, his alltime best seller being *Cable Car Carnival,* by Lucius Beebe and Charles Clegg.

Additional info. for our South Carolina shortlines roster (June issue) comes from Ronald Sims, 2717 Cornell St., Des Moines, Iowa 50313, as follows: *Hampton & Branchville RR.*, No. 43, built 6/51, rebuilt 3/54, GE 44-tonner; No. 70, built 12/55, GE 70-tonner; Nos. 80, 81, built 10/61, GE U5B.

Lancaster & Chester Ry.: GE 70-tonners Nos. 60, 61, 62. built 10/50; Nos. 60, 61 sold to Pan American Eng., Dallas, Texas, 11/65; No. 62 sold 11/65 to Laurenburg & Southern RR. as its No. 104; Nos. 90, 91, EMD SW900, bought to replace 2 older units.

A detailed, illustrated feature on the Southern Pacific's pioneer steel coach, No. 1806, which appeared in Vol. 29, No. 3, of *The Western Railroader,* is available at 50¢ from publisher Francis A. Guido (No. 33 of our *Interesting Railfans*), P.O. Box 668, San Mateo, Calif., or author Kent Stephens, 1051 East Ave., Chico, Calif. 95926.

Souvenir collectors can get 14-ounce tumblers decorated with a map of the Illinois Central at $6 postpaid for a carton of 12. Address Illinois Central Railroad, Dining, Parlor, and Coach Dept., 135 E. 11th Place, Chicago, Ill. 60605, which also sells IC travel bags, *Pan Limited* tie clips, and chrome-plated, monogrammed, rail spikes.

A total of 273 complete copies of the weekly *Railway Age* between June 17, 1876, and Jan. 5, '82, may be bought from Victor M. Robinson, 182 Valley View Dr., Lancaster, Ont., Canada. These rare old issues, filled with historic railroad material of the period, including advertisements, average 25 pages each, illustrated. Make offer.

Additions to our list of railroad nicknames come from Edwin Comfort, 503 Metcomen St., Ripon, Wis. 54971: Winchester & Western, "Wait & Walk," also "Weak and Wobbly"; Chesapeake & Western, "Cuss & Wait"; High Point, Thomasville & Dention, "Hittle, Pittle, Tittle & Diddle"; Bloomington, Pontiac & Joliet, "Bump, Push & Jerk"; Stockton Terminal & Eastern, "Slow, Tired & Easy"; New York, Ontario & Western, "Old Woman," and Waco, Beaumont, Trinity & Sabine, "Wobbly-Bobbly." For some names Ed credits C. F. Spitzer, Jack Keefe, and Rodger Wolters.

Wisconsin Chapter of NRHS has compiled a *Railfans Guide to Wisconsin* listing and locating all steam locos and electrics, railroad museums, and other items of interest. Jerrold F. Hilton, Chapter president, is the editor. For a copy send 20¢ in stamps or coin to him at 17775 Royalcrest Dr., Brookfield, Wis. 53005. program under Governor Warren Knowles of "We Like It Here". Knowledgeable railfans in other states would rendering good service to railfans to follow suit.

Coming in near future: present-day locomotive rosters of C&NW, Burlington, and shortlines of Wyoming; also steam rosters of the Jersey Central for 1930 and C&O for 1926.

A study in steel and smoke: Chicago & North Western R-1 switching way freight at Marshall, Minnesota, sixteen years ago.

N. F. Priebe, Route 1, Rosemount, Minnesota

On a weed-grown siding at Jamestown, Calif., the Sierra Railroad's old 18 stood for years, occasionally being cannibalized for parts. She deserved a better fate.
Robert Field, 107 Stanyan St., San Francisco 18, Calif.

Correction: We inadvertently quoted Glenn J. Williams, 350 Parsippany Rd., Parsippany, N.J. 07054, as stating the Northern Pacific had bought the Midland Continental. He didn't say that. Sorry! His letter to us became mixed up with a letter we got from someone else; hence the mistake.

Rail Tour in Germany

"Each year the highlight of my rail-fan activities is touring my country with a 7-days area ticket, which is valid on any train as often as you like within the prescribed time and area," writes Joachim Lehnert, 24½ Werdenfelserstr., 89 Augsburg, Germany. "This year I toured the section around Stuttgart and Ulm, including branch lines and privately-owned narrow-gage railways. One day I changed trains at least ten times, riding slow mixed trains as well as fast expresses. Our main lines are fully electrified. The branches are operated mainly by hood-type 4-axle diesels of 1100 or 1300 horsepower.

"I found only a few centers of steam operation, including Aalen and Schwaebisch Gmuend, where 4-6-4T's, 4-6-0's, and 2-6-2T's are used. On each narrow-gage line you can spot one or two steamers, some of them real beauties, rusting away or designated for scrapping. Only here and there have any been rescued to sleep in a museum, on a town-place, or in a children's playground.

"On a narrow-gage line near Ulm I came upon the strangest railroad vehicle I have ever seen. Back in 1954 the road bought an old street-bus from Hannover and converted it to rail service. In the rear they fitted a two axle bogie (truck) driven by the bus-engine through the original mechanical transmission. In front they installed a rigid axle which made for rough riding. Besides myself, there were only two passengers, so I was able to look things over and photograph this odd contraption from every angle. After the trip ended, I was permitted to test my strength on the hand-operated turntable, setting the railbus in the right direction again.

"Later I rode the only cogwheel line of the *Bundesbahn* (Federal German Railways) between Ulm and Reutlingen. The steam cog-wheel locos of the former Wuerttemburg State Railways have long been gone. Today two-engined diesel cars with cogwheel drive are used. While our diesel was working hard uphill around many curves, one of its engines suddenly burst into flame. The driver doused it with an extinguisher and then continued on his way with the other engine. Although we lost much time due to the fire and the cutting of power in half, we arrived at Reutlingen only three minutes late.

"My vacation tour ended with the very last trip ever operated over the branch line out of Memmingen. Our short train curved slowly through the woods, passing deer that seemed mildly surprised. In the future those deer will not be disturbed any more by a railroad train. That train has been replaced by a bus which keeps to the road and never goes into the woods."

Pen Pals Wanted

Kathy Benoit (16), 33 Forthill Avenue, Old Orchard Beach, Maine.
J. Clive Briand (75), Douglastown, Gaspé County, Que., Canada, wants male and female pen pals.
Miss Arunda Bhattacherjea (16), 200 Netaji S.C. Bose Road, Calcutta, 47, India.
Mrs. Dorothy Nixdorf (25), 579 Alverstone Street, Winnipeg, Man., Canada.
Carrol H. Gustavson, 3338 King St., Omaha, Neb. 68112, desires pen pals interested in gas-electric (doodlebugs).
Grace Miller, 1329½ S. Harvard St., Los Angeles, Calif. 90006, wants to get letters from railroad workers in their mid-50's.
Kathy Benoit (16), 33 Forthill Avenue, Old Orchard Beach, Maine.
Dan Reardon (67), 7504 Bergenline Avenue, Bergen, N.J.
Ronald D. Keller (17), 211 First St., S.E., Dickinson, North Dakota.
Sue Gibson (15), Box 45, Loda, Ill.
Marianne Puch (15), 11323 Green Street, Chicago, Illinois.
Bobbie Sue Perry (14), 216 N. Third Street, DeSoto, Missouri.
Vivienne Di Cesare (16), 6860 Lemay, Montreal, Que., Canada.
Philip Fortune (27), 1005 E. 9th Street, Pawhuska, Oklahoma.
Nila Joy Fritzman (18), 317 Hamilton Street, Fairmont, W. Va.
First Lt. Milvoy Janeck, 05533901, 244th PSY, Op. Co., Advisory Team No. 1, APO 96337, San Francisco, Calif.
Mrs. Ethel Payne (45), 510 East E. Street, Brunswick, Maryland.
Gary Lee Payne (16), Rte. 1, Middletown, Maryland.
Miss Minnie Woodside, 30½ Lincoln St., North East, Pa., wishes pen pals in 55- to 60-year bracket.
2nd Lt. Paul Mitchell, Advisory Group 1, I Corp G-2 Drawer 18, APO 96337, San Francisco, Calif.
Rev. Fr. C.S. Black, Box 924, Listowel, Ont., Canada, wants "juice fan" correspondent in Republic of South Africa.
Mickey Clarkston (26), Box 171, Lockney, Tex.—he's retarded and postcard collecting is his big pleasure.
Gary Mehes (14), 11 Crampton Avenue, Woodbridge, New Jersey 07095.
Martin E. Ross (23), P.O. Box 2, Oakland Gardens Station, Flushing, N.Y. 11364, wants female pen pals.
David Bullis, 184 Village Green Park, Media, Pa. 19063.
Mrs. Eleanor Gordon (51), Rte 2, Box 53, French Creek, W. Va.
Irene Wood (15), General Delivery, South Greenfield, Mo.
Linda Hill (16), 24297 Laetham Street, East Detroit, Mich.
Norman Crossman (20), Evans Mills, N.Y.
Michael Parson, 9346 155th Street, Edmonton, Alta., Canada.
Harold Parker, Box 43, Avenue Rural Station, Masury, Ohio.
Gerald J. Lamb (22), 859 Van Buren Street, St. Paul, Minnesota.
Shirley (17), Bonnie (18), and Barbara Slaughterbeck (19), 7218 Dunbar Ave., Toledo, Ohio.
Mrs. Carril McGregar (54), 145 E. First Street, Flint, Mich.
Julia Deaty (15), Box 23, South Prairie, Wash.
Linda Sampley (16), 4014 S. Maplewood Ave., Chicago, Illinois.
Marlene Czajka (14), 4005 S. Rockwell St., Chicago, Illinois.
Cheryl Ann Ramey (17), 76 Pond Run Road, Raceland, Ky.
Marie Efaw (19), 204 Lehman Ave., Fairmont, West Virginia.
Trevor Rankin (25), locomotive on N.Z. Railways, Runbrake St., Palmerston, Otago, South Island, New Zealand, wants pen pals who share his interest in locos, public timetables, working tts., steam recordings, etc. He offers to supply info. on N.Z. steam power. ●

Railfan Trips

by Art Knowles

Green Mountain engine 89 on trestle at Cuttingsville, Vt., on April '66 fantrip.

PRIOR to World War II and for a few years after it the clubs which sponsored railfan excursions wouldn't have dared to ask as much as $5 for a round trip. Mostly the fare was about $3.50. We remember the time, about 15 years ago, when one group of Railroad Enthusiasts took a gamble on pricing a trip at $4.95. Since then, rates have gone up steadily. Today, if the fare isn't close to ten bucks it isn't much of a trip.

We remember, too, when most railfan excursions were pulled by steam power and the objective was usually a grimey old roundhouse full of coal-burners. When the trip chairman had initiative and the carrier cooperated, engines were spotted for picture-taking. Those days are gone forever.

The Reading's 2100's are idle, hopefully being held in storage for a miracle to happen. The Burlington's handsome 6940 ended her operating days August first, but the Union Pacific's 844 is still available for special runs. Common-carrier shortlines like the Strasburg and the Reader, plus nearly 70 tourist-attraction roads listed in our May issue, remain in the steam category. So, to a dwindling extent, do a few narrow-gage lines in Mexico and the "banana republics." South America has steam.

There is also the Canadian National's 6218. The Railroad Enthusiasts have set up an excursion for Oct. 2nd out of Portland, Maine, which may prove to be the 6218's final trip in this country. Last spring, when the Branford Electric Railway Association announced a round trip with the 6218 on the Central Vermont line from New London, Conn., to Brattleboro, Vt., the train was sold out three weeks in advance. There were 700 passengers, 660 for the full $15 fare and 40 at half fare, all paid in advance. Not only that, but the checks of 350 Johnny-come-latelys were returned and hundreds of phone calls ended in disappointment.

Altogether, more than 600 people who tried to ride that train could not do so, including a chap from the Midwest who flew to New London without making and confirming a reservation.

Such a heavy engine had never before been that far south on the Central Vermont line. Ruling grades limited the train to ten coaches and two baggage cars. The weather was perfect. Your assistant editor was one of the 700 riders and mingled with some fans who had come from distant places—Michigan, Maine, Rhode Island, Washington, D.C., etc.—to see, hear, smell, and photograph the famous 4-8-4, willingly paying the expense of traveling to and from New London and hotel bills.

The BERA sponsors did a fine job of organizing the details. Later, they used the profits of that event on their trolley-museum projects.

Incidentally, if more people had written or telephoned much sooner, BERA might have scheduled *two* steam trips that week-end, one Saturday, the other Sunday. In such case all applicants could have been accommodated instead of many being rejected. Which recalls a statement by Rudyard Kipling. The great British author, who lived for years at Brattleboro, northern end of the BERA trip, said on one occasion, "The best way to prevent what's past is to put a stop to it before it happens."

Watch our *Coming Events* every month and act quickly if an excursion listing catches your fancy. Advance notices of fantrips, conventions, etc., should be sent to Art Knowles, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017. Mail them early, to be sure of getting them published. Items for November issue should be on our desk by September 9th.

Coming Events

Sept. 4-5: Special train on SP&S, Oregon Trunk Line, GN, SP: Lv. Portland, Ore., for Klamath Falls, Columbia Gorge, Crooked River Bridge (world's highest rr. bridge), 300 miles of freight-only trackage, first passenger train ever operated over this route, meals included. Write Pacific Northwest Chapter of NRHS, Box 8853, Portland, Ore. 97208.

Sept. 6-20: Rail Study Tour: Geneva, Milan, Nice, Paris, Amsterdam, Utrech, Frankfurt, Berne, Zurich, by rail. Swissaire from New York. $775, deposit $100. Write Robt. G. Lewis, c/o Railway Age, 30 Church St., New York, N.Y. 10007.

Sept. 11: Detroit to Stratford, Ont., Shakespearean Festival Theater via CN special train from Windsor. $16.50 includes fare, theater, dinner. Lv. 9 a.m., back 8:30 p.m. Michigan Railroad Club, 3241 Twelve Mile Road, Berkeley, Michigan 48072.

Sept. 15-Oct. 13: ORCB tour of Europe and England. Lv. New York on the Queen Elizabeth. Write Brotherhood Tours, Box 3612, Station A, El Paso, Texas.

Sept. 23-Oct. 15: Modern Railroads (magazine) seminar tour by air from San Francisco; 11 days in Japan; ride Takaido Line, 3 days in Taiwan, 4 in Hong Kong, 3 in Thailand; total $1,694, deposit $100. Write Tom Shedd, 5 south Wabash Ave., Chicago, Ill. 60603.

Sept. 24: Steam out of Toronto, Canadian National No. 6218, Toronto to Haliburton, Ont., and return (6218 partway). Write Upper Canada Ry. Society, Box 122, Terminal "A", Toronto, Ont., Canada.

Sept. 25: Steam from Toronto to Niagara Falls and return, CNR No. 6218. Contact Upper Canada Ry. Society.

Sept. 30, Oct. 1 and 2: ride on Silverton line. Ninth annual Kolor Karavan by Alamosa Kiwanis Club; Lv. Alamosa 8 a.m. Fri. for Durango and Silverton. Arrive back in Alamosa Sun. 5 p.m. Rate: $23 (kids $11.50). Make your own arrangements for Fri and Sat. nights. Write R. E. Wick, Adams State College, Alamosa, Colo. 81101.

Oct. 1: Steam out of Washington, D.C. Lv. 9 a.m. behind Mikado No. 4501, pickup and picture stops, run-bys, on Southern Railway's Manassas Gap branch. Due Front Royal at noon. Lv. 2 p.m., more photo stops, due Washington 6 p.m. Fare $8 (kids $4). Contact NRHS, Washington Chapter, Box 487, Washington, D.C. 20044.

Oct. 2: steam in Maine, last time in USA for the Canadian National's 4-8-4 No 6218 Lv. Grand Trunk Station, Portland 7:30 a.m. for Island Pond, Vt., via White Mts. of N.H. Photo stops, 300 miles, open baggage car and coaches, snack bar, diesel loco on return. Rate: $12.50 (kids $7). Write Phillips Prince, Railroad Enthusiasts, Portland Div., 73 Skylark Rd., Portland, Maine 04103.

Oct. 8: Circle trip from Scranton, Pa.: E-L to Ruppert, RDG to Newberry Jct., NYC to Gangs Mills, E-L to Lanesboro (Starucca Viaduct) D&H to Scranton. Open-door baggage, diner, coaches. Write Joseph Schussman, NRHS, Highland Ave., Stanhope, N.J. 07874.

Oct. 9: D&RGW narrow-gauge to top of Cumbres Pass. Lv. Alamosa 7:30 a.m. picture stops, two hours at the Pass. Coaches, open gons, snack car. Fare $6 (kids $3), Write ESA Excursion, Box 753, Alamosa, Colo. 81101.

Oct. 15-16: Royal International deluxe train. Lv. Portland, Ore., 7 a.m., freight-only lines of NP and CPR, foothills route and along Frazer River, bypassing Tacoma and Seattle. Arr. Vancouver 5:30 p.m. Trolley-bus to hotel. (Trolley-bus tour of city in evening $2.50 extra.) Lv. hotel 9:15 a.m. Sunday, return same route. Arrive Portland 10 p.m. Cost, incl. hotel and meals, except Sat. dinner, $32.95. Write to Bob Krebs, Pacific Northwest Electric Ry. Assn. Inc., 2744 NE Bryce St., Portland, Ore. 97212.

Oct. 16: Steam out of New York! Ex-CPR No. 1278, ex-Steamtown. Lv. Jersey City on CNJ for Jim Thorp (Mauch Chunk), 237-mile round trip, magnificent country, picture stops, run-by. Consist: 11 coaches, open-door baggage car, observation car, light refreshments available, time for lunch at Jim Thorp. Due back Jersey City about 7. No tickets sold beyond train capacity. Repeat run is planned Oct. 23rd. Fare, $11.95 (kids $8.75). Write The High Iron Co., 418 Catalpa Ave., North Plainfield, N.J. 07060. A thrilling new venture to provide steam train on the high iron for metropolitan area. Photo of engine 1278 on page 15.

Oct. 21-23: Steam fantrip: NMRA Niagara Frontier Region Convention at Rochester, N.Y., Sheraton Hotel and Motor Inn. Special activities and banquet. Wite Russ Christensen, 76 Yarmouth Rd., Rochester, N.Y. 14610.

Oct. 29: Harvest Moon Special on Wanamaker, Kempton & Southern Rail Road. Lv. Kempton, Pa. 9:30 a.m. behind 2-6-2 No. 250. Ride thru beautiful Penna. countryside. Square dance 7:30 at Community Center. This is second annual trip. Fare, incl. dance, $1.50 (kids 75¢). Write Ronald F. Apgar, WK&S RR, Box 24, Kempton, Pa. 18089.

Feb. 4-8: Detroit to New Orleans for Mardi Gras in section of all-Pullman ltd. from Chicago; $145 incl. NYC Wolverine coach to Chi., Pullman to N.O., Mississippi steamer, streetcar (Desire). bus tours. No hotel expense; sleep in Pullman in N.O. Contact Michigan Railroad Club, 71 Brush St., Pontiac, Mich. 48053. Expect trip sellout before Thanksgiving.

Daily trips on C&O-B&O Lake Michigan ferries, Chessie Cruise Package: Milwaukee, Ludington, Manitowoc. Take a Lake break, fine ships, can accommodate 500 passengers, 50 automobiles. Price is $9.95, includes two meals. Staterooms available. Write D. R. Rathsack, C&O Dock, Ludington, Mich. 49431.

Long Island Rail Road operates tours each. Sat. and Sun. to interesting and historic points on Long Island and Mystic, Conn., 89 trips this year. Write Tour Dept., LIRR, Jamaica Station, N.Y. 11435.

Western Pacific operates tours from San Francisco. Write Frank J. Rauwolf, WP, 526 Mission St., San Francisco, Calif. 94105.

River cruiser on sternwheeler steamboat Delta Queen from Cincinnati to St. Louis, New Orleans, Pittsburgh, St. Paul. Write Green Line Steamers, 380 Public Landing, Cincinnati, Ohio 45202, or 10 East 40th Street, New York, N.Y. 10016. ●

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviation: *tts.* (timetables); *emp. tts* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands, our Nov. department is already closed. All Dec. entries should reach us before Sept. 6th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 or p.c. size pix of locos and stations on LV, RDG, CNJ, DL&W, L&NE, L&HR, NYC, PRR, Pa. shortlines.

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, wants info., pix RUT, GMR, VR, B&M, CV, L&HR, L&NE, NYO&W, NYNH&R, MEC.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys railroadiana. (What kind, Fred?)

BRYANT BARBOUR, 153 Haddon Ave. S., Hamilton, Ont., Canada, trades train orders, emp. tts., U.S. and Canadian rrs.

LEN BEARD, 7613 Deep Spring Rd., Wonder Lake, Ill. 60097, wants CA&E, CNS&M railroadiana.

W. BROSCHART, 89-32 138th St., Jamaica, N.Y. 11453, sells trolley and rr. negs.; U.S. and British railfan publications; rr. trolley tts. (SSE)

PFC AL BUBB, U.S. 51569654, B. Co., 1st Bn., 73 Armor, APO, San Francisco, Calif. 97207, buys any size L&NE or RDG negs. on approval.

DAVE BURNETTE, 1012 Carson St., Silver Spring, Md. 20901, sells size 2¼x2¼ to 3½x5 pix Eastern, Southeastern rrs. List 25¢.

H.E. CHELF, 3710 N. Harmon Ave., Peoria, Ill. 61614, wants ORC membership card.

RAY CURL, 907 W. Woodlawn, Danville, Ill. 61832, buys, trades post-war NYC steam pix.

JEFF DAMERST, 248 E. Waring Ave., State College, Pa., wants oilburning Western or Southern switchmen's lanterns. Trades waybills.

RAY DESCHENES, 903 Mohawk Rd. E., Ste. 305, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

SENOR EUROAMCO, Apartado 178, Igualado, Spain, wants U.S. emp. tts.

JOE FAUTZ, 83 First Ave., Kingston, N.Y. 12401, wants rr. baggage checks, uniform buttons, watch fobs, condr. and brakeman's caps, switch keys, steamer oilcan, esp. U&D or NYO&W.

JAY FELDMAN, 1757 W. North Shore, Chicago, Ill. 60626, wants CNS&M pix, tts., emp. tts., railroadiana.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells copper embossed pix of steam locos; color pix of SP 4-8-4's, whistles, steam gages. (SSE)

WADE HALL, 715 N. 70th St., Seattle, Wash. 98103, will sell set of '51, '64 Off. Guides; '61, '63 Equip. Registers. (SSE)

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells on approval orig. 35mm Kodachrome diesel slides of his area. No list.

DICK HERBERT, 43 Maple Ave., Hastings, N.Y. 10706, buys NYC steam, diesel, elec. pix on Harlem, Hudson divs.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, sells railroadiana. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc., Buys collections of same in good cond.

JOHN KELLY, 1732 Pennsylvania Ave., West Mifflin, Pa. 15122, wants 35mm slides, 16mm movies UP Big Boys, Challengers.

STEVE LEE, 217 Park St., Vine Grove, Ky. 40175, sells IC, L&N, B&O, C&O train orders or will trade for IC steam pix, negs., bldrs. no. plates.

BOB LEMASSENA, 1795 S. Sheridan, Denver, Colo 80226, wants Railroad Magazine, 1929, 1-6; 9/30; 7/38, 4, 10/41; 11/42.

JACK LESLIE, Box 66, Revelstoke, B.C., Canada, sells or trades size 116 pix CP steam. Buys or trades CP steam negs. (SSE)

ED LEWIS, 207 W. Argyle Rd., Hagerman, N.M. 88232, sells tts., emp. tts. (SSE)

BOB LOAT, Currie Barracks Post Office, Calgary, Alta., Canada, trades CN, CP, Western Canadian shortline negs. Sells size 616 CP negs.

R.R. LOCKE, 8937 49th Ave., Oak Lawn, Ill. 60453, sells back issues Railroad Magazine, Mdl. RR, Ry. Age. Sells, trades emp. tts., rr. menus.

M. MAGARA, 19 Dawn Dr., Clark, N.J., buys trolley, rr., cap badges, bldrs. plates, or will trade marker, switch lamps for them.

JOHN MARTIN, 120 Dickinson Lane, Wilmington, Dela. 19807, sells Off. Guides, tts., emp. tts., Railroad Magazine, Trains, model mags., other railroadiana. List 10¢.

GRACE MILLER, 1329½ S. Harvard, Los Angeles, Calif. 90006, wants Railroad Magazine, Trains. (Which issues, Grace?)

K.W. MOORE, 111 Galahad, Borger, Texas 79007, sells or trades tts., emp. tts., rule books, back issues of rr. mags. (SSE)

MARVIN NIELSEN, 1011 Lee St., Rice Lake, Wis. 54868, sells color slides of Midwestern rd. diesels. List, 5¢ stamp.

W.R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size steam pix ATSF, B&O, CNJ, C&O, D&RGW, DL&W, Erie, LV, CMS&P, NYC. (SSE)

FELIX POLEK, Box 254, Braddock, Pa. 15104, buys NYC calendars, 1920-'32.

DAVE POND, 254 Magee Ave., Rochester, N.Y. 14613, sells 8x10 pix steam, diesel, elec. No list.

AMOS POST, Lewistown, Ill. 61542, sells back issues Railroad Magazine, Trains, Loco Engr. Journal.

DENNIS RAMBO, 216 W. 111th St., Wheaton, Ill. 60187, wants CAE tts., pix, etc.

GEO. SCHRODER, 78-14 160 St., Flushing, N.Y. 11366, sells Off. Guides '41-'50; Poor's and Moody's Manuals, 1927-'46. Wants CERA Bulls. Trades list.

GEO. SHELLEY, 5 Briarcliff Rd., Allentown, Pa. 18104, buys 35mm slides early Erie, DL&W, CNJ, L&NE, RDG, LV diesels.

ANDY SIMS, 324 W. Oklahoma Ave., Enid, Okla. 73701, buys pix Calif. Zephyr, Super Chief, Silver Meteor, Twin Star Rocket.

STAN SMAILL, 3495 Patricia Ave., Montreal 28, Que., Canada, wants pix, info. on CN Massena, Valleyfield subs., NYC Adirondack Div.

JUDY SMITHSON, 265 W. 3rd St., Moorestown, N.J. 08057, will buy PRR Keystone and bldrs. plates.

BOB SNARE, 318 W. 50th St., Kansas City, Mo. 64112, sells or trades 35mm color slides, b&w negs. KC area diesels. Trades jumbo diesel pix.

R.A. SOMMERS, 836 N.W. 51st St., Miami, Fla. 33137, buys tts., FEC Key West service, Miami area trolley pix.

DON TYLER, Box 492, Gretna, Va., buys or trades lanterns, tts., emp. tts., other railroadiana.

BILL WHITE, 7225 Maple Ave., Overland Park, Kan. 66204, buys tts., emp. tts., railroadiana of CRI&P, SLSF, ATSF.

W.A. WILSON, Enderlin, N.D., sells 1891 rr. medals with steam loco on face.

JIM ALAIN, Pine Stump Jct., Chassel, Mich. 49916, wants photos of DSR 1949 model 9000 series Twin trolley coaches; also pix trolleys of Atlanta, Baltimore, Des Moines, Indianapolis, and Toledo.

BERNARD ALBERT, 3535 Rochambeau Ave., The Bronx, N.Y. 10467, desires 35mm color slides of Pacific Northwest rr. covered bridges.

C. BAER, 15-A, West 30th St., Bayonne, N.J. 07002, wants to buy or borrow pre-1935 emp. tts. of CNJ, NY&LB. Buys, sells, trades CNJ tts., pix, maps, etc.

B.E. BISHOP, 1151 Morena Blvd., San Diego, Calif. 92110, sells back issues Railroad Magazine, Trains, other mags., tts., books, and other rr. items. Free list. State interests.

D.M. BROWN, 1900 Roth Dr., St. Louis, Mo. 63131, will buy real std-gage steam loco, pix of CN Toronto roundhouse during 1952 strike, 1950-'65 Railroad Magazine and Trains. Send details.

B.M. FERGUSON, Rte. 1, East, Corning, Ohio, seeks rr. roundhouse stories for his collection.

DANIEL HEFFNER, 7 Oxford Pl., Westmere, Albany, N.Y. 12203, wants fare-box in working order.

ART KNOWLES, Box 1943, New York, N.Y. 10017, wants info, pix, consist of "Boston Flyer," Hoboken-Boston in 1890's.

ED LEWIS, Liberry St., Arcade, N.Y. 14009, will sell reprints of 1912 Buffalo, Attica & Arcade emp tt. 35¢; history of Arcade & Attica $1.

"PARD" LIVELY, 2224 N. 12th Ave., Pensacola, Fla. 32503, wants ceiling-type light fixtures and wall bracket pair, oil or electric. not necessarily matched; cuspidor, any rr.

G. MILLER, 1329½ S. Harvard, Los Angeles, Calif. 90006, wants emp. tts., emp. passes, family passes years, 1900-'25, made out to Floyd Martin Miller or Walter Dean Sneff. (which rr.?)

CARL MUNCK, CMR-1, Box 99, APO Seattle, Wash. 98737, sells all size D&H steam and diesel pix, 21-pages list 50¢. Erie and DL&W list 20¢. B&O, LV, and NYC list 10¢.

W.B. NAYLOR, Box 76, Long Pine, Nebr., has picture postcards of oldtime steam engines, also old and modern trains, 20 for $1.50, plus.

DAVE NESTLE, Roy Road, Greenwich, N.Y. 12834, offers large listing of railroadiana, incl. new additions, for 5¢ stamp.

G.W. PLUMMER, 1002 East Main St., Cherryvale, Kan. 67335, sells diesel and steam loco hardware. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, will sell Railroad Magazine, (1931-'65); tts., emp. tts.; Off. Guides, 1961-65; rulebooks 1919, Loco Cyclopedia 1941, other railroadiana. (SEE and 10¢.)

D. PEREZ de LEON, 29 Norte 409, Puebla, Pue, Mexico, sells "Ferronales" magazine, published by Natl Rys. of Mexico, 20¢.

E.N. CLARK, 803 East Jackson, Mexico, Mo. 65265, wants photos of Wabash psgr. trains, rolling stock, diesel locos.

F. CHESSEMAN, 1306 Lane St., Topeka, Kan. 66600, will sell or trade white and green classification lamps from steam locos for rr., relics.

STAN CREWS, Rte. 7, Box 797, Pensacola, Fla. 32506, sells back issues Trains, Ry. Progress, Modern Tramway, Elec. Traction, Ry Review, other mags. (SSE)

STAN DWYER, Lakeville Hospital, Middleboro, Mass. 02346, wants free back issues of Railroad Magazine or Trains.

WM. GRAYSON, 807 Mels Dr., Evansville, Ind. 47700, collects rr. tts.

EDWIN GREEN, 115 S. Macdonald St., Mesa, Ariz. 85201, selling tt collection (many rare), intact only, make offer.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys or swaps rr. stock certs. Wants Poor's Manuals, Copper Handbook, Mines Handbook, Register for old mine rr. research.

WALT HARRIS, 1768 Brandon Ave., Roanoke, Va. 24015, sells back issues Railroad Magazine. Trains, rr. books, U.S. and British mags. (SSE and 10¢)

JOSEPH STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells rr. lanterns, books, tts., cast-iron trains, transit tokens, (SSE). Wants uniform buttons.

H.E. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, sells 8-page history of Chattanooga St. Rys., 1875-'47, 8½"x11", $1.25.

J.L. STEVENS, Ripley, Miss. 38663, will trade Railroad Magazine 1953, '54, '55, for negs and photos of GM&O steam and diesel psgr. and freights. Answers all mail.

E.M. TWITCHELL, RFD 2, Box 71, Elizabethtown, Ill. 62931, wants Hamilton 992B railroad watch with fancy crown; or case only for 992B.

RAY VECCHIE, 250 North Ridgemoor Ave., Mundelein, Ill. 60060, will sell Railroad Magazine, Jan. '36 thru Dec. '46 and Jan. '55 to date; Trains for Feb. '49 to Feb. '52.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, collects and buys metal hat-bands of condrs. and trainmen, wants to hear from other collectors of such.

Model Trading Post

H.R. ASHLEY, 12 Lindsey St., Yonkers, N.Y. 10704, buys toy circus trains, wind-up or electric, made by Marx, Lionel, Unique, Hogi, Ives, etc.

RAY DESCHENES, 903 Mohawk Rd. E., Ste. 305, Hamilton, Ont., Canada, will sell custom-blt. HO gage CP 2-10-4. Color pix available.

DOUG KOCHER, Winamac, Indiana, 46996, will sell Lionel A unit, powered, Lionel N&W covered hopper, Lionel Timken boxcar. (SSE)

PAUL McKAY, 149 9th St. E., Prince Albert, Sask., Canada, wants new or used Lionel GN elec. 2358.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF wide-gage President's Spl. train set. Will trade AF S-gage or pay cash.

ART MILLION, 1205 Oakes St., Grand Haven, Mich. 49417, will trade cast-iron pull-toy trains for Lionel Blue Comet. Wants Lionel 437 signal tower. (SSE)

W.B. RANDOLPH, Box 8224, Norfolk, Va. 23503, wants AF XA13B102 sequence reverser for 0-8-0, Thomas O gage Roma wine tank car.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 6162-100, 1887, 4357, 6475, Lionel catalogs '47-'65. ●

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Minnie LaJeunesse, Minneapolis, Minn., writes: "... the RUPTURE-EASER is very comfortable and almost a miracle as to the way it holds one in place, and am very much pleased and satisfied with the belt."

Harley Decoteau, Montpelier, Vt., says: ... "The last brace you sent me was wonderful. I have been ruptured for 30 years. I am now 36, and in 30 years, I have never been more pleased."

Stanley C. Forbes, Rockville Center, L.I., N.Y. writes: "... What a Godsend it is to me now as I wear my RUPTURE-EASER. I can sleep with it. It feels so wonderful I will more than recommend it to everybody ... I am now able to go back to work."

Joseph A. Parks, Orlando, Fla., thanks us and writes: "... I have five of various kinds and prices, but yours up to this time is the most satisfactory yet. Its simplicity amazes me; it is so light and comfortable on me, I don't know I have it on."

Juanita Addington, Twin Falls, Idaho, writes: "... I would like to have another RUPTURE-EASER. It really has helped me. I can do practically anything with the RUPTURE-EASER on."

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EASY TO ORDER

Just measure around the lowest part of the abdomen and state right or left side or double.

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MAIL THIS HANDY COUPON TODAY!

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Please send ___ NEW, IMPROVED RUPTURE-EASERS by return mail.

Right Side ☐ $4.95 Measure around low-
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(NOTE: Be Sure to give Size & Side when ordering).

Enclosed is: ☐ Money Order ☐ Cash
☐ Check for $_____ ☐ Send C.O.D.
Enclose 25c Postage

Name _____

Address _____

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men's mart

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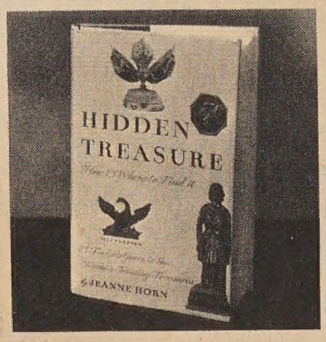
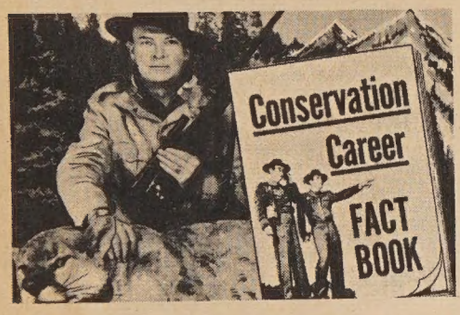


$36,000. REWARD FOR A DESK! You can find treasure if you know where to look, and if you recognize it. "Hidden Treasure" tells how and where in the U.S. to find world's missing treasures—loot of many wars (buried & sunken), cars, coins, stamps, guns—even diamonds. Illustrated. 4.95. Hudson Indus. 550 Fifth Ave, Dept HT, New York, NY 10036.



GAME WARDEN, FORESTER, GOVERNMENT HUNTER. 3 free guides reveal plan to prepare men ages 17 up for Wildlife-Forestry Conservation jobs. Public service career offers adventure, good pay, low living cost and security. Write for free guides. North American Conservation, Dept. AMG9, University Plaza, Campus Drive, Newport, Calif. 92660.

"HEADS" AND "TAILS" really flip with this coin that has a lovely lady's better half on one side, and "bottoms up" on the other. Coin is half-dollar size, made of non-tarnishing aluminum. A pocket of laughs at 50¢ a pair. Special—6 coins for $1 ppd. Big Three Enterprises, Inc. Dept. AD10, 1109 Sixth Ave, NY, NY 10036

BE Taller By 2 FULL INCHES

Slip these foam rubber and felt Height Increase Pads in any pair of shoes. Now step into them to added walking comfort and 2" in height. **The same height increase as expensive height increasing shoes.** These invisible interchangeable cushions need no gluing and are an aid to better posture. Durable and shock absorbing. Thousands now worn. **State man's or woman's shoe size.** Only $2.95 pair ppd.

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How to *WRITE, SELL and PUBLISH* YOUR OWN SONGS

Learn how to write songs correctly; How to get them recorded; How to sell and promote them. Secrets and methods used by professionals. Information **FREE.**

ACE PUBLISHING, BOX 64-Y BOSTON 1, MASS.

POEMS WANTED SONGS & RECORDS

There may be **OPPORTUNITY** for you in today's booming music business. America's largest song studio wants to see your material. No special training required. Just write the words as you feel them and we'll let you know if they qualify for **MUSIC** and **RECORDING. WE NEED SONG-POEMS** of all types, ballad, rock & roll, sacred, rhythm & blues, western, country, etc. Examination, advice and information absolutely **FREE. SEND YOUR POEMS to Five Star Music Masters — Dept. 59 — 6 Beacon St. Boston 8, Mass.**

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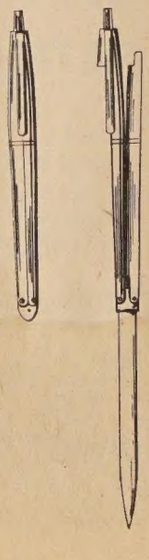
50 MILLION FRENCHMEN whisper, "I love you more than yesterday, less than tomorrow." And they can't be wrong! Radiantly embossed with Rosamonde Rostand's immortal lines in French. 1" diameter. Your personal inscription on back at 10¢ a letter. 14K Gold $16. Sterling Silver $3. The Jamaica Silversmith, Dept AM 10, 50 Delancey Street, NY, NY 10002



SWORD-PEN from the Philippines. Most unusual knife that looks and feels like a ball point pen. A razor-sharp blade seems to pop out of nowhere at the flick of a wrist. All steel constructed. Overall length 8 inches. Guaranteed. $6.50. Big Three Enterprises, Inc. Dept. AD10, 1109 Sixth Avenue, NY, NY 10036.

Nothing like a pair of "ELEVAT... you get up in the world! In se... miraculous height-increa... make you almost 2 inch... And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

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CASH YOU WANT

$39.65 MONTHLY REPAYS $1000

Amount Of Loan	30 Monthly Payments
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Write to Budget Finance Co., Dept. LB-4635, 317 So. 20th St., Omaha, Nebraska 68102. Find out how easy it is to borrow by mail. No endorsers, no personal interviews. Details mailed in a plain envelope.

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RADIO SUNGLASSES!

Wear this radio wherever you go! Great for ballgames, beach, fishing, golf, skiing, etc. Tiny transistor radio built into frames. 3 Transistors, built-in antenna, volume and station controls. Battery smaller than a dime gives amazing reception. Styles for men and women. The perfect gift for people on the go.

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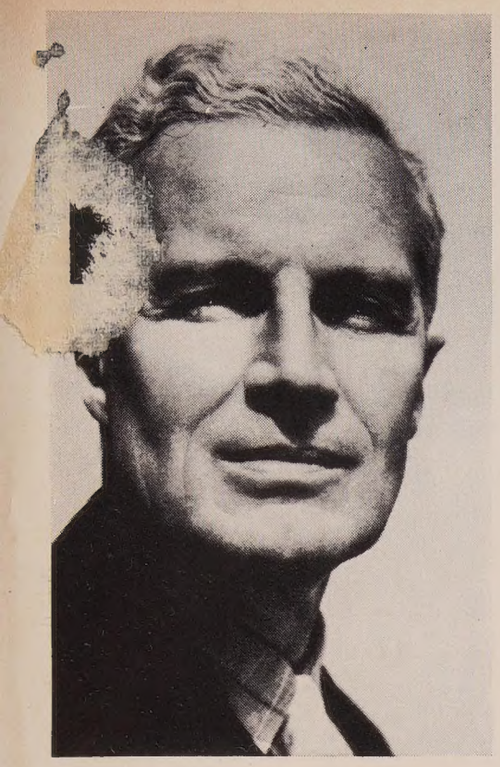


I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

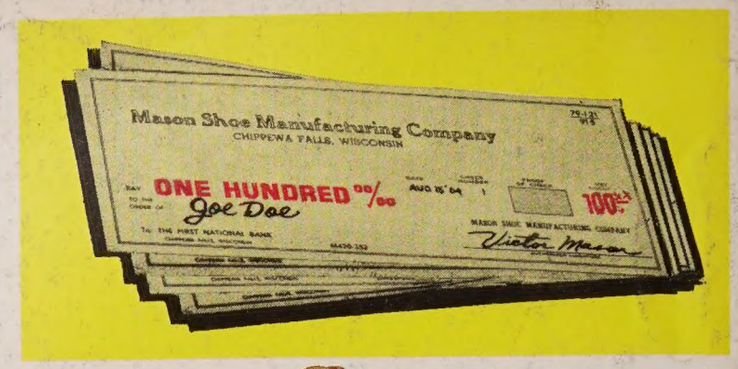
In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-JX
CHICAGO, ILLINOIS 60626

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES for LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 2½ to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

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Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

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Dept. G-275
Chippewa Falls, Wisconsin

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OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

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